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BALTIMORE, FEBRUARY 2, 1894.

The South's Best Interests.

[New York Daily Railway Times.]

Among the trade journals and manufacturers' organs that are opposing the Wilson tariff bill with all manner of zeal, there is none more uncompromising in its attitude or more interesting in its argument than the MANUFACTURERS' RECORD of Baltimore. This journal is the chief representative of the Southern manufacturing interests; indeed, it is their only very important organ, and it is not only that, but it is devoted as a newspaper exclusively to the interests of the South.

The very fact that the Southern manufacturing interests call for a journal of such weight and respectability as the Baltimore MANUFACTURERS' RECORD is a striking evidence of the industrial change that is coming over the South.

Regardless of individual convictions and opinions respecting political and economic questions and policies, there is a willing disposition to recognize that the increasing division of sentiment at the South concerning these questions and policies is no small contribution toward their right and fair ultimate solution. Formerly the South was all free trade and all agriculture, as well as all indiscriminating democracy. This was its greatest misfortune, because it meant that there was no variety of interests at the South, no real discussion and no real progressive life.

The best friends of the South, whether free-traders or protectionists, hold it to be the chief condition of Southern progress that the monotony of its unanimity and the scarcity of its activities shall give way to the same circumstances of vigorous and varied struggle and competition which have always distinguished the North.

The MANUFACTURERS' RECORD points out that the importance of cotton in the South is vastly greater today than it was before the war. In 1860 there were 3,849,469 bales of cotton raised, but in 1892 the crop was 9,035,379 bales. The magnitude of the cotton-producing interest has increased, but its singleness as an industrial interest is no more.

Whatever is right in regard to the tariff question will be made all the more right in proportion to the earnestness of the contest and in keeping also with the non-sectionalism of its aspects.

THE American Institute of Mining Engineers will hold its annual meeting at Virginia Beach on February 20. Several hundred members are expected, including a number from abroad. They will visit Norfolk, Portsmouth, Newport News and other points of interest in the vicinity.

YET it is stated on good authority that Alabama pig sold in Pittsburg recently at a price equivalent to \$5 50 at the furnace.—*Courier-Journal*.

That does not prove that Alabama makes iron at that price. It only proves that the furnace that sold it had to sell it because cash was a necessity. A great many people are selling stocks and bonds at low prices, but that doesn't prove that they only cost what they now command.

THE MANUFACTURERS' RECORD invites correspondence from its readers about anything that relates to Southern advancement, whether the subject be the tariff, the projection of a new industry, a new railroad enterprise or anything else that concerns the progress of this section. If any of its readers propose to build a mill or open a mine or buy machinery, it wants to know all about it.

THE committee on mercantile affairs of the Massachusetts legislature has reported a bill authorizing the Dwight Manufacturing Co., of Chicopee, to increase its capital stock from \$1,200,000 to \$1,800,000, and to engage in business outside of the State. It was stated at the hearing that the company intends to erect mills in the South to manufacture coarse cotton goods, claiming that the product could be made cheaper in that section, where the labor cost is small as compared to the cost of material.

FREE coal and a large reduction in the rates on crude iron," says the Boston Post, "are indispensable to a tariff that shall be satisfactory to New England. Without this concession to the reasonable demands of our manufacturers and workmen, any tariff would be justly condemned as sectional and hostile to New England interests." Free manufactured products generally are indispensable to a tariff that shall be just to the South and West. Is New England willing to make reasonable concessions, as well as to demand them and profit by them? It is a poor reform that works only one way.—*Charleston (S. C.) News and Courier*.

A light seems to be breaking in the News and Courier office. The MANUFACTURERS' RECORD has gently hinted that the Wilson bill was unfair. It is true it is unfair to the whole country. It is neither honest protection, honest free trade nor honest "tariff for revenue," but its greatest unfairness is to the South. The MANUFACTURERS' RECORD has demanded a square deal all around, and even our Charleston contemporary begins to squint that way.

Gold-Mining in the South.

There is a growing belief throughout the country that the great gold-bearing field of the South is soon to become the centre of a considerable activity in legitimate mining developments. The many failures in the past have not been due to lack of ore, but to other troubles. That the South has a vast quantity of gold ores is universally admitted, but how to mine them and reduce them on a profitable basis has been the question with most of the people who have gone into gold-mining operations. These questions have been solved and it is now possible for this industry to be developed on a broad scale, with a good margin of profit, thus adding another source of great wealth to the South, for the MANUFACTURERS' RECORD believes that gold-mining is to become one of the conspicuous industries of the Carolinas and Georgia and possibly Alabama. Prior to 1849 the Southern mines yielded a large amount of gold, but, as pointed out in this issue by a correspondent writing from Canton, Ga., the California excitement drew all miners away to the Pacific coast, and since then we have seen only spasmodic attempts to develop Southern mines, and many of these efforts were confined more to trying to create a speculative market for worthless stocks than to an honest development of the properties. A number of mines have been well managed and they are running right along, saying little about what they are doing and making no effort to boom stocks.

With the attention that the industry is now receiving, with the world hungry for gold as never before and every nation scrambling for it, and with the progress that has been made in reduction methods, there ought to come a great development of honest gold-mining in the South.

Do You Expect to Buy Any Machinery?

If so, read the advertisements in the MANUFACTURERS' RECORD of the leading machinery houses in the country and write to them for information. If you cannot find just what you want advertised, write to the MANUFACTURERS' RECORD, giving particulars as to what machinery you will need and by the free publication of this you will secure full particulars from some of the many machinery-makers who read the paper every week for this purpose.

THE time has come when the Lehigh valley iron industries must have the benefit of free raw material to compete with Southern iron centres, or close altogether.—*Philadelphia Times*.

And so the South must be sacrificed simply to rebuild the iron interests of the Lehigh valley. It looks like even the Times, heretofore a professed friend of the South, is anxious to do it this great injustice of destroying its growth

by unfair means. The MANUFACTURERS' RECORD only demands a fair deal all around. It believes in protection for all, North, South, East and West, but it is compelled now simply to fight against the inequalities and injustice to the South of the Wilson bill.

The South the Field of Industrial Activity for the Future.

A few years ago, when the late Hon. Wm. D. Kelley, so familiarly known as "Pig Iron" Kelley, wrote for the MANUFACTURERS' RECORD a series of articles on the South, and in the opening one stated that the South is the coming "El Dorado of American adventure," and predicted a marvelous degree of progress, he was in advance of the great mass of American people. He believed that "the development of the South means the enrichment of the nation," and in this broad-minded view set forth the attractions of the South as the only field in the world open for the utilization of the vast accumulated capital of money and energy of the East that must seek a field for operation somewhere. Four or five years ago we commenced to see the beginning of Judge Kelley's predictions, but the panic following the Baring Bros.' failure coming on, the South, like all other sections, had to face a period of depression. The MANUFACTURERS' RECORD, even during the worst of the depression, persistently claimed that out of this ordeal the South would come with such credit that it would command greater attention than if it had never been tested. We now see the beginning of this. Along the line of Judge Kelley's views, Mr. D. P. Dyer, of Augusta, Ga., has recently written an article for the Chronicle which should command general attention. Mr. Dyer boasts that he "has always been a pioneer, one of the advance guards far out on the picket line," and that in moving to the South a few years ago to assume the management of very large enterprises, in which Western and English capitalists had invested large sums, he was in advance of the general knowledge of the South by outside people. He holds that the North has grown too fast, in comparison with the advantages that the South possesses, and that "the head of the column (the North) must 'mark time' until the rear (the South) catches up." After a careful study of the amazing wealth and advantages, both in minerals, timber and agricultural resources, it is difficult, he says, to set a limit to the growth of the South during the next twenty-five years. "It is this section," he says, "which furnishes the only great field of practical development for the next quarter of a century." What Mr. Dyer writes of the South is only what every other careful expert who examines into its advantages and resources becomes convinced of.

The record of the last three years, during which the South has stood the financial and industrial depression far better than any other section, proves the inherent strength of the business interests of this part of the country, and gives a solid foundation for all future growth.

Where to Get the News.

The railroad which is to be built through Pike county, in eastern Kentucky, and which was fully described in the MANUFACTURERS' RECORD of December 29, is just beginning to attract attention in the local press. As stated before, the road is to be built for a syndicate of Minnesota capitalists, who will use it in developing the extensive coal beds in eastern Kentucky, in connection with large purchases of land by Duluth people. It is to be sixty miles long, extending from Pikeville to the Big Sandy river. Wolf & King, of Duluth, Minn., have the contract and expect to let several sub-contracts in about two weeks. The Louisville Courier-Journal a few days ago published an article giving a vague account of the project without mentioning any names and stating that "something definite will be known about the road in a short time." Had the Courier-Journal noted the MANUFACTURERS' RECORD of December 29 it would have been much better posted on what is going on in its own State, but, as usual, the Courier-Journal was behind the times, spending its energy in denouncing every paper that dares to reject the economic teachings of the brilliant but erratic Col. Henri Watterson.

The Tri-State Fair.

The indications are that the Tri-State Fair, at Chattanooga, will be one of the most notable events ever held in the South. All of the business men of Chattanooga, as well as many from outside of the city, have taken hold of the project with a "vim" and enthusiasm which ensures its success. It has been decided to organize a fair association with \$100,000 capital, and already a number of subscriptions aggregating several thousand dollars have been secured.

The New Steamship Line.

The Norfolk & North American Steamship Co., which, as stated in the MANUFACTURERS' RECORD last week is to establish a line of vessels between Norfolk and European ports, has been engaged in preparing for business for some time, as the MANUFACTURERS' RECORD has advised from the American agents that a contract has been made with English shipbuilders to construct one large vessel, to be completed during 1894, and this will be followed by other contracts.

Not a Bad Name.

Mr. J. M. Rhodes, secretary of the Cherryville Manufacturing Co., of Cherryville, S. C., in a letter to the MANUFACTURERS' RECORD, says:

We don't need the "Wilson industry killer."

C. J. HADEN, of Atlanta, attorney-at-law, who is also largely interested in real estate, writes:

I have had a large number of inquiries and other correspondence resulting from my advertisement in the MANUFACTURERS' RECORD. For advertising in all lines for which the MANUFACTURERS' RECORD is intended to cover, I regard it the best advertising agent in the United States.

A Vigorous Old Age.

Under the modest heading "1837 to 1894," the New Orleans Picayune announces that it was fifty-seven years old on January 25. The Picayune is an excellent example of vigorous old age in journalism. It has improved as it has progressed, and today it has few superiors in this country as a representative of newspaper work of the highest character. The MANUFACTURERS' RECORD tenders its heartiest congratulations and trusts that the Picayune may continue for many more years the great work it has done and is doing for its State and the South.

THE Baltimore Sun believes in free trade, even free enough to make a practice of appropriating without credit whatever it sees that is good. Last week it had an editorial on the value of the peanut crop, based on Mr. Edward Atkinson's article in the MANUFACTURERS' RECORD, but, of course, it failed to give credit—free trade is its hobby. This week it had an editorial boldly appropriating some facts and figures from the MANUFACTURERS' RECORD on the increase of production of foodstuffs in the South, but its free-trade tendencies were too strong to be resisted, and it freely took what it wanted without credit.

OUR real-estate agents and the Board of Trade officials might discover a valuable opportunity to bring here some Western home-seekers in the party that will reach Macon from Richmond, Ind., about the middle of February next.—Columbus (Ga.) Enquirer-Sun.

Wouldn't it be a little cheeky to let Macon raise the money to bring down a great crowd of Westerners, and then for Columbus to try to get the benefit without cost? Why not let Columbus do a little more hustling on its account, and not look for the crumbs from somebody else's table? There is too much of that in the South, and the MANUFACTURERS' RECORD is a little surprised at such a suggestion from the broad-minded editor of the Enquirer-Sun.

Information Wanted About Oil Machinery.

HIGH SPRINGS, FLA., January 23.
Editor Manufacturers' Record:

Reading Mr. Edward Atkinson's article on the peanut has set me to thinking and enquiring too. Where can I get the information as to the preparation of the peanut for extracting the oil? What machinery other than that used in the manufacture of cottonseed oil would be needed? What price does the oil command? What amount of machinery will be necessary in the manufacture of glucose and starch from the sweet potato? Sweet potatoes can be grown here in super-abundance, 100 to 150 bushels per acre. We have machinery for cottonseed oil, and if these other things could be operated too, it would be quite an item to this country.

HIGH SPRINGS OIL CO.

THE new theatre which is to be built in Memphis, Tenn., by the new Lyceum Theatre Co. will be one of the finest in the country. It will be fire-proof, large enough to seat 1500 people and cost \$100,000. It will be a credit not only to Memphis, but the entire South.

E. N. CULLOM, of Birmingham, Ala., has bought 30,000 acres of land in the vicinity of Fort Payne, Ala., also 2000 lots in the town and other property of the Fort Payne Coal & Iron Co. for \$60,000. The property was sold by order of the court.

THE WEEK IN THE SOUTH.

Condition of Business and the Latest Features of Southern Progress Summarized.

General improvement in business continues throughout the South. This is shown by the demand for dry goods and other staples and the increased industrial activity, and by the resumption of work at many factories. A notable feature of the week has been a change for the better in city real estate and several large sales. Bank clearings at Savannah, Norfolk and other points are much more than at this time last year. Most of the Southern railroads show an increase in earnings. The principal development in railroad circles has been the announcement that the Chesapeake & Ohio is seeking an entrance into Norfolk. New roads in Louisiana, Virginia, Arkansas and Tennessee, aggregating nearly 100 miles, have been planned by responsible parties. The financial difficulties of the Southern Iron Co., one of the largest in the South, which went into the hands of receivers last year, will be arranged by a reorganization, for which the plans have been matured. Quite a number of new industrial projects have been noted during the week. They include a large foundry and machine shops in Virginia, a new phosphate mine in Florida, several packing-houses and woodenware factories in Tennessee and a cotton-oil mill in Arkansas, and several lumber and coal companies in different States. Several cotton mills are to be enlarged, and a plow works in Tennessee will be equipped with new machinery to double its present capacity, to meet its orders.

THE IRON MARKET.

The past week has witnessed perhaps a smaller aggregate tonnage of sales than the preceding one. There have been more orders, however, and the demand is scattered through the entire range of different irons. The comparatively large number of small orders shows that buyers are purchasing only for immediate needs. The extremely low prices are attracting an occasional inquiry for a round lot, but as a rule the consumers are disposed to take their chances for the future. There is no line of melters especially prominent in buying. Car works as a rule are idle and doing repair work only. Some of the stove men are considering whether it is better to keep their foundries in operation with a chance of accumulating stock, or to close them and sell out what they have on hand. The demand from rolling mills is very light. Some of the Southern furnace companies which were talking about putting in additional stacks have decided to take no steps until the demand is sufficient to clean up the iron on hand and show that consumption is ahead of production. Northern furnaces are making arrangements to reduce the cost of production if possible, so as to hold their own against competition from any source. In general the feeling is quite hopeful, but there is no marked change since our previous report.

Chance to Invest Capital.

A correspondent of the MANUFACTURERS' RECORD, writing from Brownsville, Tenn., states that the town offers an excellent opportunity for starting an ice factory, a furniture factory, an electric-light plant and other industries. The town has 3000 population and ships from 8000 to 12,000 bales of cotton annually. It has two banks, forty-six merchants, a flour mill and several other enterprises. Mayor W. W. Waggoner and the city council will offer every encouragement to settlers and manufacturers.

THE Davis Coal & Coke Co. will remove its mining offices from Piedmont to Thomas, W. Va. The principal office has been located in New York.

THE MILLS TO THE COTTON.

Southward Move of a Great New England Concern.

[Special Dispatch to MANUFACTURERS' RECORD.]
BOSTON, January 31.

The Dwight Manufacturing Co., of Chicopee, Mass., was today given permission by the Massachusetts legislature to increase its capital stock from \$1,200,000 to \$1,800,000, the increase being desired for the purpose of establishing mills for the manufacture of cotton goods outside the limits of the Commonwealth. It is its purpose to establish mills at some point South for the manufacture of the coarser grades of cotton goods, devoting its present plant at Chicopee to finer grades wholly. In their argument before the committee of the legislature, officers of the company stated that owing to the competition of Southern mills, with their advantages of nearby raw material and cheap labor, together with the short-hour laws of Massachusetts, they have been forced out of the home market and compelled to find another in foreign countries, viz., South America, Turkey, Africa and China, principally the latter, for the coarser grades of goods, which comprise about 40 per cent. of their total production.

The Dwight Manufacturing Co. is one of the best managed and most conservative of Massachusetts corporations. Its stock, which is divided into shares of \$500 par value, being worth \$800, is owned by more than 300 different persons.

The Dwight Manufacturing Co. was incorporated in 1841, with \$1,200,000 capital. It manufactures sheetings, shirtings and dress goods, and its mill has a capacity of 130,000 (ring and mule) spindles, 3436 looms. Chicopee is located in the centre of Massachusetts, some six or seven miles from Springfield, on the Connecticut river.

Another Winter Resort.

The opening of the Royal Poinciana Hotel, at Palm Beach, Fla., next month, will add another to the list of winter resorts for which the South has become famous. Readers of the MANUFACTURERS' RECORD are familiar with the project to which Mr. Henry M. Flagler has devoted so much time, money and attention. The location is one of the finest on the continent for such a hotel as has been built. Lake Worth, a beautiful sheet of water, is on one side; but a few yards away, the ocean. The temperature is such that surf bathing in the middle of January is common among the people in the locality. Palm Beach has for several years been an attractive place to wealthy Northerners, who have erected many elaborate winter homes there. The new hotel is of the colonial style of architecture, with a frontage of 450 feet. It contains 480 guests' rooms. Every convenience and comfort that money could procure has been placed in it to make the hotel an ideal spot for recreation and enjoyment. It is nearly 400 miles south of Jacksonville and in the centre of a tropical region, although the management expects passengers will be enabled to reach it in fifty hours from New York by means of the superior train service over the Jacksonville, St. Augustine & Indian River road, now being completed.

THE property of the Lone Star Iron Co., of Jefferson, Texas, which is in the hands of a receiver, is to be sold by order of the court on the first Tuesday in May. This property includes a blast furnace, iron-ore lands, pig iron, charcoal, etc. No bid less than \$50,000 will be accepted.

THE Howard-Harrison Iron Co., of Bessemer, Ala., has obtained contract to supply the city of Austin, Texas, with pipes and special castings for water works to the amount of \$100,000. A shipment of 1000 tons of pipe will be made at once.

LET BUSINESS MEN SPEAK OUT

The Claim that it is Democratic Heresy to Criticise the Wilson Bill Exploded.

The Proposition of the Manufacturers' Record to Consider the Views of Southern Business Men in Tariff Legislation Endorsed by Many Congressmen.

The question which confronts the industrial interests of the South today is not so much one of protection or free trade as it is a question of whether, if the tariff is to be revised, shall the South be the chief sufferer. The MANUFACTURERS' RECORD greatly regrets the necessity of having to discuss an economic matter that concerns the whole country from a sectional standpoint. It would far prefer to take a broader view than this, but under the circumstances that now exist it is compelled to protest against the unquestionable injustice to the South of the Wilson bill in its present shape. Professing to be based on the idea of "a tariff for revenue only," it is in some respects an out-and-out free-trade bill, and in others a protective measure, with the avowed purpose of Mr. Wilson himself of affording protection to certain interests. The MANUFACTURERS' RECORD believes in an equal measure of justice to all, and while it has for twelve years consistently favored a protective tariff for the good of the whole country, it insists that if we are to have a new tariff, it must be fair to all sections. In the Wilson bill the South is the sacrifice offered up to the idol of free trade. Its coal, iron, lumber, sugar, pyrites and other crude materials, the foundation of its industrial life, are made free in order, as admitted by the ways and means committee, that the industries of other sections may thereby be benefited. Why should the South be made to pay tribute to advance the industrial supremacy of other sections? It would be better that we should have absolute free trade—that against free ore and free coal and free sugar and free lumber should be placed free textile machinery, free agricultural implements and free hardware—than that the Wilson bill in its present shape be passed.

Very foolishly many democratic papers have claimed that as the Wilson bill has been promulgated by the democratic majority of the ways and means committee, it would be treason to the party for any democrat to oppose it or seek to amend it. Because of this the MANUFACTURERS' RECORD addressed a letter to every democratic member of the House and Senate asking the following questions:

1. Ought not the opinions of the business men of the South to have some weight in the formation of the tariff?
2. Is it democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?

In reply we have many interesting letters that are well worth a careful reading. It would be impossible to do justice to them in a summary, but running through nearly all of them is the sentiment that it is not only not undemocratic to seek to amend the Wilson bill, but that it is the duty of the business men of the country

to point out freely and fully wherein the Wilson bill is unjust to any section.

A Warning to Many Democrats.

J. D. ALDERSON, of West Virginia: In answer to the questions propounded in your communication of the 27th inst., I will say that it is the duty of legislators to obtain information respecting the propriety of and the effects of result from any contemplated legislation from any and every intelligent source, to the end that just, fair, proper and wholesome laws may be enacted. The opinions of all classes of citizens, whether business men of the South or not, are valuable, and should be considered and regarded in reaching conclusions touching business interests. The business men of the South are certainly in condition to know better from practical experience how their interests will be affected by tariff legislation than any other class of our population. In all legislation every section and every interest should receive proper consideration and fair treatment. It is certainly not heresy of any kind to show to the people wherein "any bill is unjust to any section" or "to advocate amendments whereby any discrimination against any section" may be removed. It should make no difference in the application of this principle whether the section unjustly treated or discriminated against was the North, South, East or West. Common honesty would require that any injustice should be corrected and the discriminations removed. If it was democratic heresy to favor amendments to the Wilson bill, the chairman of the committee on ways and means himself has been a heretic over and over again, as he in the committee of the whole has offered and secured the adoption of many amendments to the Wilson bill as reported from the committee on ways and means, and it was heresy in the House of Representatives to adopt the amendments. If it was democratic heresy to favor a tariff on coal, every democratic Congress and every democratic branch of any Congress have been guilty of heresy, as every tariff bill ever passed by a democratic Congress or democratic branch of any Congress has had in it a provision placing a duty upon coal. Mr. Wilson, of West Virginia, would have been a heretic in 1884, when he made a speech in favor of a tariff on coal, and again in 1889, when he, along with Messrs. McMillin, of Tennessee; Turner, of Georgia; Bynum, of Indiana, and Breckinridge, of Arkansas, members of the present committee on ways and means, reported the Mills bill, which provided for seventy-five cents per ton duty on coal. Senators Voorhees, Gorman, Faulkner, who made speeches in the Senate January 9, 1889, in favor of seventy-five cents per ton tariff on coal, along with Senators Bate, Brown, Daniel, Payne, Pugh, Turpie and Wilson, of Maryland, who voted against free coal on that day, and Senator Kenna, of West Virginia, who was paired against it, would have been heretics; in fact, we would have very little of the democratic party left if we should read out of the party all democrats who now favor or until recently advocated a tariff on coal. In my humble judgment, the policy of criticising the party fealty of any democrat who favors amendments to any tariff bill which may come from any committee is not only in bad taste, but may result in serious injury to the party, which should be left in

condition to endorse a tariff bill passed by a democratic Congress. Democrats who have been ready to impugn the motives of their democratic brethren and to "thank God that they are not like other men," from a party standpoint, may find it necessary to take back many utterances they have made after the Fifty-third Congress has passed its tariff bill.

Probably a Heretic.

ISHAM G. HARRIS, senator from Tennessee: In answer to your first question, I will say that, in my opinion, the opinions of the business men of the South, and the opinions of all other men in the United States, should have weight in determining the rate of tariff duties. In answer to your second question, I will say that if it be democratic heresy to advocate amendments to the Wilson bill, I will be probably recorded as a heretic.

Allowance for Self-Interest.

CHAS. J. FAULKNER, senator from West Virginia: Your favor of the 29th, submitting to me two questions which you wish me to reply to, has been received. 1. "Ought not the opinion of the business men of the South to have some weight in the formation of the tariff?" In reply, I think I could safely state that, in my judgment, the opinions of those interested in the products of any section should be considered fully and fairly by those upon whom the duty devolves of formulating a tariff bill, but in the consideration of the opinion of those interested allowance should be made for the influence of self-interest in the forming of such opinions, and they should not control or govern the action of Congress in conflict with recognized and established principles of public policy. 2. "Is it democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?" It is not democratic heresy, in my judgment, for any democrat to seek to perfect the Wilson bill upon lines of democratic policy, by submitting amendments to the bill when under consideration. It is the duty of every representative to seek to carry out, in good faith, the pledges of his party, and if, in any clause of the bill when it is under consideration, it is defective, it is equally his duty to seek to amend it. The correctness and wisdom of this position has been demonstrated by the action of the chairman of the committee on ways and means, who has found it necessary, since the introduction of the tariff bill in the House, to offer numerous amendments with a view to perfecting it, and correcting errors in its details. No one will question the wisdom of the democratic party in the House in eliminating from the tariff bill as introduced in that body the clause which provided for a bounty on sugar.

The Interests of His District Ahead of Party Ties.

GEORGE D. WISE, of Virginia: The pressure of official duties is such as to prevent an extended reply to your questions. I think that the opinions of the business men of the South ought to have great weight in the formation of the tariff, and I have proven, both by my conduct and votes as a representative, that I am sincere in making that declaration. While favoring a revision of the tariff, I am opposed to violent and radical changes. I announce good democratic doctrine when I declare in favor of raising the revenues of government principally by imposing duties on foreign articles brought into our country. I am for a tariff for revenue only, and am opposed to continuing that system of direct taxation known as the "internal revenue" as a permanent part of our fiscal arrangements. We cannot dispense with it entirely at this time, but there is no necessity for its enlargement. This is not

the time for the increase of the free list. We require a large income to pay the current ordinary expenses of the government, and we confront conditions which impose upon us the duty to be conservative in our actions. The industrial interests of our country ought not, in my opinion, to be now disturbed by a complete reversal of the policy we have been pursuing for a quarter of a century. Moderate changes cannot be made without causing disorders, but those which are violent and sweeping will result in ruin to many interests. The skillful physician does not resort to the knife when the system of the patient is in a weak and depleted condition. In answer to your second question, it is only necessary to say that I have not hesitated to express in the House my deliberate conviction that the Wilson bill is unjust to the South, and have offered, advocated and voted for amendments. If that be treason, the friends of the measure may make the most of it. I am here as the representative of the third congressional district of Virginia and will defend the interests of my people at all times. That consideration has greater weight with me than the ties of the party.

Warns the Democratic Free-Traders Against the Future.

JOHN T. DUNN, of New Jersey: In answer to yours, etc. Question 1. "Ought not the opinions of the business men of the South to have some weight in the formation of the tariff?" Answer. No sensible man disputes this. Question 2. "Is it democratic heresy to show the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?" Answer. Who has ever questioned the right? No one, and if they did it would be useless, because the South is "on top," and appears to do what it pleases, regardless of other interests than its own, as well as of the pledges of the party made in the Chicago platform, of a tariff for revenue only. The word only is here a word of limitation. The South, more than any other section of our country, made that platform, as well as the nominees who stood upon it. Upon that platform we were successful. The people of this country had and now have a right to look to the party to which it has given power to redeem that pledge. The party in the South is not keeping that pledge. It is going mad upon the free-trade line, and is endeavoring to make up a deficiency, caused by want of faith to the platform, out of internal revenue, notably the income tax, which is a dangerous inquisitorial war measure, never urged nor contemplated by the people before or during the last campaign. Had it been urged as an argument on the hustings you would have had neither a democratic Senate, House or President, and the election laws, force bills and kindred measures would have been an accomplished fact before we could have another election. The Southern free-traders appear to forget that the South in this matter of free trade is crowding the mourners, and when the next fall's election comes around they will understand the want of wisdom of their course in not equalizing the tariff so as to produce the revenue out of it, which was the pledge of our party. I am and always have been the friend of the South. I admire its high sense of honor, but I must emphatically condemn its want of wisdom in this matter, as her sons are in their free-trade speeches furnishing their natural enemies, the republicans, with destructive bombs to throw at their Northern and Eastern associates next fall, after which they will find themselves without a majority in either house.

Will Not Support the Bill as It Stands

CHARLES D. HAINES, of New York: In compliance with your request of Janu-

ary 27, I will state that I do not understand that the opinions of the business men in any section of the country have had any weight in the formation of the tariff. In fact, I should be pleased to learn what weight has been given the opinions of the representatives in Congress by the committee on ways and means. The importers that appeared before said committee were heard, and they are jubilant in their expressions of approval of the Wilson bill. It does not meet the approval of the people of the district which I have the honor to represent, and I have no hesitancy in saying that in the interests of home industries and home labor I shall not support the bill as now framed.

Mugwump upon the Tariff.

WM. C. OATES, of Alabama: I have your inquiries of the 27th inst. The first is, "Ought not the opinions of the business men of the South to have some weight in the formation of the tariff?" I answer yes; and as to how much weight and my views upon the subject I refer you to my brief speech which will appear in tomorrow's Congressional Record. To your second question, "Is it Democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments wherein any discrimination against the South may be removed?" I answer that if it is heresy so to act, I have already manifested my share of it, and again refer you to the views I expressed upon the floor of the House, which you will see in the Record. In that speech I said that if protection was republican and democracy was free trade, that I, being neither, must be considered a mugwump upon the tariff.

Regards to the "Bosses."

W. H. DENSON, of Alabama: To answer a question one must understand the meaning and extent of it. The question number one is as follows: "Ought not the business men of the South to have some weight in the formation of the tariff?" What do you mean by "business men?" I confess this expression has been used in certain circles recently in a sense that excludes artisans, laborers, farmers and others. I know no classes in this country, and do not consent to admit even indirectly that one business or class must control any legislation. I do earnestly state that the people of the South should be considered in the formation of the tariff, and their opinions should have a weighty bearing in the formation of the tariff. Your second question is: "Is it democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?" I answer no. And no intelligent democrat will say to the contrary. Bosses and lickspittles may differ with me, but they are too contemptible to be noticed.

Southern People Have Failed to Express Their Opinions Freely Enough.

GEN. JOS. WHEELER, of Alabama: In reply to your first question I desire to say that Southern people have been too negligent in expressing their opinions about legislation which affects their section of the country. The opinions of the business men of the South should have as much weight in the formation of the tariff as the opinions of the business men of the North. 2. By democracy we mean a government of the people, and it is the duty of the people of the South, through their representatives, to discuss all tariff and other measures before Congress, and to point out all features which are unjust to the South, and to advocate amendments whereby discrimination against the South may be removed. The mineral and agricultural wealth of the South is greater than that of any other section of the country. The people of the South are as intelligent and industrious, and with just laws the South would soon

equal, if not surpass, in wealth and prosperity.

The Duty of Business Men.

WM. C. P. BRECKINRIDGE, of Kentucky: You ask me (1) "Ought not the opinion of the business men of the South to have some weight in the formation of the tariff?" to which I answer, most certainly. The opinions of all men interested in legislation ought to be taken into consideration by those who represent them. Our government is based upon the supposition that all its powers rest upon the consent of the governed, and that our legislation is meant to be a mere crystallization of the prevailing opinion of the citizens of the country. It is, therefore, indubitably true that business men of every section of the country have not only the right, but it is their duty to give to Congress the benefit of their information and their judgment. 2. "Is it democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?" What we ask and need is the freest ideas and most enlightened discussion upon all matters which come before Congress for action, and if the Wilson bill or any other bill be unjust to any section it is the duty of all newspapers to point out this injustice and have such injustice remedied by amendments to the bill, and it is the duty of the press to point out the amendments. I suppose I belong to the extreme wing of the democratic party. I vote for the Wilson bill not because I approve of all its provisions, but because it is a step in the right direction. I presume that the provisions which you desire to amend I approve; but I am a believer in the fullest and freest discussion, and if my views cannot stand that discussion, then I would resign them.

No Heresy to Improve the Bill.

L. F. LIVINGSTON, of Georgia: 1. Yes. Let me add, the opinions of all taxpayers of the South should have some weight in the formation of the tariff. 2. No. It is not heresy in anyone to better the Wilson bill or try to do so.

Favors Free Ore and Free Coal.

JOSEPH H. O'NEIL, of Massachusetts: Your letter of January 27 was duly received, with a synopsis of speeches of Mr. Alderson and General Wheeler, both of which I had the pleasure of listening to. You ask, ought not the opinions of the business men of the South to have some weight in the formation of a tariff? to which I answer yes. In reply to your second question I would say that "it certainly is not heresy." Now, I have answered your questions directly, and were I to stop here you might jump to improper conclusions. I voted against the amendments which were offered by both Mr. Alderson and General Oates. I voted against the coal amendment because it was not claimed by Mr. Alderson nor anyone else that coal costs more at the mouth of the mine in West Virginia, Pennsylvania or Alabama than it costs at the mouth of the mine anywhere else on earth. Their whole claim was that they wanted a duty on coal to protect the coal landed at the seaboard. In other words, they have gone further in their claims than any republican ever yet dared to go in demanding protection for transportation lines. As regards the amendment on iron ore, it is not claimed, has not been claimed and will not be claimed that Alabama cannot produce pig iron cheaper than any other country in the world, so that, of course, no protection can possibly be needed for the pig iron of Alabama unless it be on the same ground that a duty was demanded for coal, and even that falls to the ground, for the difference in the cost of producing Alabama pig and pig anywhere else on earth is enough to pay the difference in the cost of transporta-

tion. On these two items the representatives from these States had asked for the duty on these articles not so much because they believed they were needed, but because they did not want existing conditions touched. I voted against both of those amendments for the reason that I believed that it would not hurt the South and would help other sections of the country.

Not Radical Enough.

MICHAEL D. HARTER, of Ohio: I think the business men of the South, as a rule, heartily approve the Wilson bill, except that they, as a rule, wish it went further and was more radical.

Not Democratic Heresy.

W. J. STONE, of Kentucky: The opinions of business men of the South should have due weight in the formation of a tariff bill. It is not democratic heresy to show where the Wilson bill may be unjust to the South or any other section of the country, but it is neither democratic, fair or reasonable for the friends of each protected article to be willing that tariff-reform measures should strike every other article and leave it alone. Let all join the response to the demand of the people that the tariff shall be reformed and the interest of the masses considered paramount to any class.

Patriotism Demands Making Known any Injustice.

JUSTIN R. WHITING, of Michigan, of the committee on ways and means: The opinions of the business men of the South are entitled to as much weight as are the opinions of men from any other part of the country, and wherever the Wilson bill is likely or believed to probably work injury to the people, it is the part of patriotism, which is above party subserviency, to make it known and to use due zeal to the end that it may be modified.

Admits that New England Gets the Lion's Share.

W. J. BRYAN, of Nebraska: In answer to your first question, would say that Southern business men and their opinions are entitled to the same consideration in the framing of a tariff bill as the business men of any other section of the country, but I do not mean by this to admit that a business man, North or South, has any more right to consideration than any other man. So long as we believe in equity before the law we must regard every man, whatever his business or occupation, entitled to the same consideration from law makers. Some have used the words "business men" as if those engaged in protected industries were alone entitled to consideration, entirely overlooking the rights of those who are consumers of protected articles. In reply to your second question, would say that no one questions not only the right, but the duty, of every member to protect his district against discrimination and injustice; but I am not prepared to concede that the location of a coal mine or an ore bed in a district destroys the claim of those citizens not interested in these industries to the benefits of tariff reform. A clipping which you enclosed contains a quotation made by General Wheeler from my speech in support of the Wilson bill. If you will read the speech you will find that I gave the reasons why, in my humble judgment, the South and West are justified in supporting the Wilson bill, although it does leave to New England more benefits by way of protection than to all the Southern States combined. The South and West are largely engaged in industries which cannot be benefited by a protective tariff, hence their only aid comes in the form of relief from burdens placed upon consumption. While the pending measure gives to New England the lion's share (or rather leaves) of the benefits of protection, the existing law gives to New England a still larger proportion of the benefits of protection. A tariff upon wool, coal and iron

ore justifies the manufacturers in asking higher duties upon their finished products because of the burden placed upon their raw material, and I am fully in sympathy with the effort to relieve raw material from taxation, make a material reduction on manufactured articles at this time and a still further reduction as soon as it can be done in the future.

Favors Free Raw Material.

SCOTT WIKE, assistant secretary of the Treasury Department: Relying to your letter of the 27th inst. propounding two interrogatories as follows: "1. Ought not the opinions of the business men of the South to have some weight in the formation of the tariff? 2. Is it Democratic heresy to show to the people wherein the Wilson bill may be unjust to the South, and to advocate amendments whereby any discrimination against the South may be removed?" I beg to say in answer to the first interrogatory that the opinions of unprejudiced competent business men from all parts of the country ought to have weight in the formation of a general tariff bill. In reply to the second inquiry I beg to say, as it seems to be predicated on certain speeches, synopses of which you submit, that I do not regard it as sound democratic doctrine to oppose the placing of either wool, lumber, coal, salt or iron ore, together with most other articles of raw material, on the free list.

Duty of a Democrat.

WM. MCALEER, of Pennsylvania: 1. Certainly they should. The opinions of business men of the whole country should have weight upon tariff or any other important question. 2. It is not. Discrimination should be made against no portion of our country, and it is the duty of a democrat to so amend the bill that no such discrimination shall be made.

There Are Many Foo's If Mr. Clark Is Correct.

CHAMP CLARK, of Missouri: 1. The opinions of men, whether North or South, East or West, should have some weight in the formation of a tariff; but a man is a fool to mistake the croakings of a few masked tariff-eaters for the voice of the people. 2. It is not democratic heresy to help make the Wilson bill better and to put more free trade into it. I helped do that myself; but it is democratic heresy to be a protective-tariff man.

Charges Cowardice on Some Democrats.

WALTER J. HAYES, of Iowa: To your first question, it is easy and correct to answer yes, and to the second, no; but the whole trouble is that the democratic position is being undermined, and the octopus of protection, class legislation and all their evils are being fastened upon the people, aided by democratic members who have local interests to subserve, and whose cowardice, on account of them, overcomes their judgment, and that more courage ought to be possessed by those contending for a great and beneficent principle.

Wilson Bill Not Authoritative.

WM. J. COOMBS, of New York: 1. The opinions of the business men of the South should have been asked for and carefully considered. 2. It must not for a moment be admitted that the Wilson bill is an authoritative exposition of democratic doctrine and that every democrat must subscribe to it. Its provisions are not in all cases in accord with our last party platform.

Absolute Justice to Every Section Demanded.

S. W. COBB, of Missouri: In reply to your questions, I beg to say: 1. Unquestionably they should. I believe in the utmost religious and political freedom. No section of the country has any constitutional rights or prerogatives that do not belong equally to all, and no law is just that imposes hardships on one section and grants immunities to others. 2. It is not.

Every citizen and every representative in Congress has an equal right to be heard and to demand for his section equal rights and absolute justice to his people in framing any bill that affects the industry and prosperity of his State. I am opposed to all class or sectional legislation. National prosperity and national honor should be the foundation pillars of governmental legislation.

The Wilson Bill as the Report of a Sub-Committee.

JOSEPH E. WASHINGTON, of Tennessee, a leading member of the appropriations committee, in answer to the first question, responded, emphatically, yes; and to the second question he said: I regard the Wilson bill as a report from a sub-committee to the committee of the whole House, and as such it ought to be open to amendment as well as discussion, and it is no evidence of a lack either of loyalty to the democratic party or to the principles of tariff reform for a democrat to seek to amend the bill so as to prevent the destruction or serious injury of any interest in his district, while making the bill conform more nearly to what it should be—a measure to raise revenue.

Believes the Wilson Bill is a Step Forward.

D. GARDINER TYLER, of Virginia: 1. Of course, the opinions of the business men of the South should have due weight in the formation of a tariff measure, as should those of all intelligent citizens. 2. It is not democratic heresy to advocate amendments to the pending bill in order to prevent unjust discrimination against the South, but it will be heresy to the democratic party and to the Southern people to defeat tariff reform and a decrease of tariff taxation because special interests, North or South, do not receive the recognition they may demand. It is vain to hope that the Wilson bill or any other measure looking to a change in our tariff system will not be open to objections, even from sincere democrats, but as a whole it is a long step in the right direction, and I believe that its adoption will be of incalculable benefit to Southern development in every branch of industry.

Business Men Should Have No Influence.

GEORGE W. COOPER, of Indiana: 1. Not against the declared will of the American people. 2. Of course not.

Believes Local Interests Must Be Sacrificed for General Good.

W. F. McNAGY, of Indiana: Replying to your letter of January 27th, will say that I think the business men of all sections of the country, South as well as North, ought to be given a fair and respectful hearing in framing a tariff bill which, in the nature of things, must nearly affect the material interests of the whole country. I do not regard it as party heresy for any democrat to attempt to show inequalities, injustice or discrimination which he may conceive exists in the pending tariff bill, but, on the contrary, I believe that he only discharges a patriotic duty when he does so with candor and fairness. It is only by comparison of views and sensible and good tempered reasoning on the part of its representatives in Congress that the democratic party can hope to give to the country a tariff bill which will fulfil the just expectation of the people, and its practical operation prove just, equal and fair, resulting in the greatest good to the greatest number. When argument, however, is concluded, it is the solemn duty of every democrat in Congress to be bound by the decisions of the majority of his party associates as to the various provisions of the bill which his party desires to give to the country. As long as we have a government by party the salutary rule that the majority of the party must govern ought to be enforced. This is good democratic doctrine, and is sanctioned by many

years of successful and satisfactory practice. The principle count in the indictment which the people have brought against the republican party is that in framing its tariff measures each republican member of Congress has been permitted to bring forward the local interest of his constituents without regard to general national interests, and have them protected in tariff bills at the expense of somebody else, with the result that such bills have always embodied a general scheme of plunder, in which millions of people have been plucked for the benefit of some State, section, district, county or city. The democratic party is charged with the duty of correcting these monstrous evils, and it can only do so by coherent, united action, in which merely local interests which have been intelligently and fairly considered and strongly pressed must, where necessary, be sacrificed for the general good.

Believes the Bill Fair and Just.

ROBERT E. DE FOREST, of Connecticut: Your letter dated January 27 requesting opinions on certain public questions is at hand. The democratic party is not a sectional party, and its policy and measures are not sectional. It is not democratic to view public measures from a sectional standpoint. I think it very unwise to discuss the tariff question in such a spirit. I believe the democratic majority of the committee on ways and means, the greater number of whom are Southern men, while they have been fair and even generous to our manufacturing interests, have at the same time avoided any unjust discriminations against any section.

Believes in a Tariff for Revenue Only.

JO ABBOTT, of Texas: I am in receipt of your letter of the 27th, and in reply thereto will say that the business men of the South ought to have some consideration in the formation of the tariff bill. I do not think it is democratic heresy to show to the people that the Wilson bill is in some respects unjust to the South. I think perhaps it is unjust in some respects, and I do not think it is violating democratic principles to expose any errors that may exist in the bill. I am in favor of a tariff for revenue only, and if I had my way I would make a tariff bill which would be embraced within five or six lines, and its substance would be as follows: "All importations of every character whatsoever imported into the United States from any foreign country should pay a duty of 20 per cent. ad valorem." Here would be the end of my bill.

No Paternalism Wanted.

TOM L. JOHNSON, of Ohio: Replying to the questions in yours of the 27th: 1. If a tariff is to be made to suit the views of its supposed beneficiaries, then by all means the "business men of the South," by which I infer you mean the coal and iron-mine owners, sugar planters and others engaged in protected industries, should be heard. If we are to have class legislation, let every class have its share, but if such legislation is, as I take it to be, wholly opposed to the spirit of free American institutions, a wretched legacy that we have inherited from the aristocracies of Europe, then the opinion of any man is valuable only in so far as he can point out a system of taxation which will favor none, and will do even justice to all. 2. If democracy at the present time stands for anything, it stands for the abolition of protection. Any man who, in the interests of any particular section, attempts to commit the democratic party to a system of socialism and paternalism, such as is involved in protective-tariff legislation, is not only discarding the platform on which the present democratic majority was elected, but is rejecting the fundamental principles laid down by Thomas Jefferson, who, I believe, is still looked on as the father of the democratic party, much as it has at times strayed from his teachings.

G. F. KRIBBS, of Pennsylvania: To your first question I answer, most certainly. Second. No. Every member must look after the interests of his constituents, but at the same time the general good must not be lost sight of. A dime may be held so close to the eye as to hide a dollar within reach.

C. H. MORGAN, of Missouri: 1. Yes. 2. No. I am too utterly tired of the childish charge that one who points out a defect in the Wilson bill is not a democrat.

ISIDOR RAYNER, of Maryland: I appreciate the value of your enquiries, but I would rather not express an opinion upon matters now before us in Congress.

D. D. HARE, of Ohio: I have no hesitation in answering your first question in the affirmative, your second in the negative.

JAMES F. EPES, of Virginia: 1. Beyond a doubt. 2. I have great respect for Mr. Wilson and his associates on committee.

LEVI T. GRIFFIN, of Michigan: 1. Equally with all other business men throughout the country. 2. Certainly not.

AMOS J. CUMMINGS, of New York: 1. Yes. 2. No.

D. D. DONOVAN, of Ohio: 1. Yes. 2. No.

H. C. SNODGRASS, of Tennessee: 1. Yes. 2. No.

F. C. LAYTON, of Ohio: 1. Yes. 2. No.

J. H. MILLER, who is chairman of the congressional executive committee of Mr. Alderson's district in West Virginia, when asked what he thought of the consideration due to Southern business men in formulating a tariff bill, and of the charge of heresy as discussed in the resume of Mr. Alderson's speech, said: "I think the business men should by all means be consulted in framing any tariff bill, and it is the privilege and duty of every senator and representative to urge such amendments as he may consider essential to the prosperity of his State or district."

What Free Trade Will Cost the South.

The Louisville Commercial prints the following opinions: "T. T. Hillman, a large stockholder in coal and iron companies at Birmingham, says iron furnaces are getting ready to start, and the resumption of business will be delayed only by the hesitation of labor to accept the reduced scale. We have been paying forty-five cents per ton for mining coal. This will have to be cut to thirty-five cents. For mining ore we have been paying from fifty to eighty cents. This will have to be reduced about 40 per cent."

"T. H. Aldrich, general manager of the Tennessee Coal & Iron Co., says the South has cotton, iron and coal to depend on. Cotton is exported and the constitution forbids an export duty. Now coal and iron are to be deprived of tariff protection. The South will not quit manufacturing, but it will have to come to the free-trade basis. Wages will have to be reduced about 40 per cent."

The development of the Walden's Ridge coal fields, near Chattanooga, Tenn., will be pushed in the very near future, as the Ridgewood Land & Coal Co., which owns some valuable lands there, is now only waiting for adequate transportation facilities to commence shipping. This company is mining within four miles of Chattanooga, and an entry driven less than 100 feet has supplied excellent coal for fuel purposes. The property of the Ridgewood Company contains four distinct veins, varying in width from two to three and a-half feet, and Mr. Fred F. Wallace, general manager, states that upon the completion of the Chattanooga Western Railroad, which will pass through the property, coal can be delivered in Chattanooga without loss at eighty-five cents a ton.

CRITICISING MR. WILSON.

The Inconsistencies of His Tariff Theories.

WASHINGTON BUREAU,
MANUFACTURERS' RECORD,
ROOM "E," RAFFLEY BUILDING,
January 30.]

During the last ten days Mr. Wilson, chairman of the ways and means committee, has got himself into some very awkward predicaments. When asked last Wednesday by Mr. Reed, of Maine, about a statement in his speech made some years ago, he plead the baby act, though denying that he did so. Here is the colloquy, taken word for word from the Congressional Record, and in it is a calculation for very young schoolboys to laugh at:

"Mr. Reed—May I ask the gentleman a question? In your speech, which was quoted by your colleague today, you say: 'Coal is now free, so far as the coastwise trade is concerned, having otherwise a duty of seventy-five cents per ton, which is less than 20 per cent. ad valorem.' If coal is produced at sixty cents a ton, how does seventy-five cents a ton become 20 per cent. ad valorem? [Laughter.]

"Mr. Wilson, of West Virginia—Mr. Chairman, that speech was made when I was mighty young. [Laughter.] But I am not pleading the baby act.

"Mr. Reed—I hope the gentleman from West Virginia will not plead the baby act. [Laughter.]

"Mr. Wilson, of West Virginia—And I hope that I have not served in Congress ten years and not grown some.* [Applause on the democratic side.] I am not pleading the baby act. But when I come to make a tariff bill for all the people of the country, I have no right to look especially at the interests of my own district. [Applause on the democratic side.]

"Mr. Reed—That is all very nice and patriotic, and places the gentleman in line with the gentleman from Ohio and other philanthropic gentlemen; but what I want to get at is, how did the gentleman get that 20 per cent.?

"Mr. Wilson, of West Virginia—Well, that was ten years ago, and I do not know how I got at it."

His declaration that a tariff on coal was a vote for a subsidy to the railroads was an utterance unworthy of any man of intelligence and convictions, much less of one who sets up to be a statesman.

The Washington Post, which is an independent newspaper with a leaning toward democracy, and which is edited with an ability and respect for the truth which many of the party organs would do well to emulate, speaking of this declaration of Mr. Wilson's, after reciting the enormous outlays which have been necessary to construct and equip and maintain our railroads, declares that the "lowering of rates and the price of coal have kept pace with the improvements effected, if they have not been in advance of these improvements. These are plain facts known to Mr. Wilson and they ought to be known to everyone. As there are no enormous profits going to the railroad companies and as there is no margin to work upon in effecting lower prices, any reduction, of necessity, must fall upon the employes and take the form either of reduced wages or dismissal from the service. There being no buffer—nothing between that can stand it—the effect of making coal free, or of any reduction in the present duty, must act immediately upon the laborer, so far as the railway is concerned. The conditions with reference to the coal people are precisely the same," and he knows it! Again, after showing the narrow profit left to the operators by reason of competition, the Post declares that "reductions of any kind are only pos-

*Governor MacCorkle tells me that all this growth has occurred since the campaign of 1892, during which, as a candidate, he advocated the retention of the duty on coal.—T. F. G.

sible by reducing the wages of the laborers in the mines," and concludes with this assertion: "Free coal is, therefore, a strike directly at the needy people of Virginia, Maryland, Alabama and Tennessee—the employees—not at the coal operators and railway companies between them and the consumers."

This thrust at the railways sounds demagogic, and, without doubt, will so react as to injure the cause of tariff reform. Whenever an advocate of any measure descends to unfair methods he casts a boomerang. Suppose Mr. Wilson had said, "down with railroads; let us tear up the tracks; they charge too much anyhow; the South don't need any railroads!" Such utterances would be denounced as worse than socialist, and yet the effect of what Mr. Wilson did say is substantially about the same as if he had advocated railway ruin. Here are his exact words: "The only question involved in this coal tariff is the question of railroad transportation. * * * If you want to put more money into the treasury of the railroads vote for this duty on coal." Now, Mr. Wilson must know that the railroads are carrying coal from the mines to the seaboard more cheaply than was thought possible ten years ago and at rates which leave to the companies a narrower margin of profit than is earned by any service known to the commercial world. Take away this traffic and you will "kill" hundreds of engines, abandon thousands of freight cars and send forth to starve the crews of the coal trains.

Another blunder that Mr. Wilson made in this same matter of coal was the reading from an old Canadian law book a statute (but which Mr. Alderson afterwards made clear had been repealed) to show, as he (Mr. Wilson) expressed it, "that when the duty on Canadian coal is taken off by the United States, the duty upon United States coal will be taken off by Canada."

Colonel Lamb at once telegraphed to the Premier and Minister of Justice of the Dominion of Canada on this subject and received the following reply, and in an open letter to Mr. Wilson, which appeared in the Washington Post, said, "I hope in the interest of truth you may make this correction in the House." The following is the telegram showing the incorrectness of Mr. Wilson's assertion:

"OTTAWA, ONT., January 25.

"William Lamb, Washington, D. C.:

"There is no enactment in Canada making free admission of coal a necessary result of the taking off of duty in the United States, or authorizing governor in council by proclamation to make coal free in Canada. (Signed,) J. S. THOMPSON."

Did Mr. Wilson make the corrections asked? The Record fails to show it. But Mr. Alderson did.

NO RECIPROCITY IN COAL.

It was not until Saturday—the last day of the debate upon the customs portion of the bill—that Mr. Wilson's conduct gave greatest cause for his friends and champions to feel ashamed of him. By alleging that there was a Canadian statute providing for reciprocity in coal, Mr. Wilson committed himself in favor of reciprocity in coal, not in expressed words, but by implication, as anyone would say after noting the connection. When he found out that he was in error about the provision for reciprocity, what would have been more consistent than for him to offer an amendment to this bill remedying the defect in the Canadian laws? Would not this have been the course of any sincere fair mind? He was actually appealed to by Mr. Alderson to offer this amendment, but without giving any excuse, declined to do so. Here are Mr. Alderson's words:

"Mr. Chairman, I have endeavored for

several days, unsuccessfully, to secure recognition in order to offer an amendment providing for a reciprocal duty upon coal and coke, but have been unable to secure recognition, because the chairman of the committee has consumed so much time in perfecting the original text of the bill. I do not mean to reflect upon any person in making this statement, but do desire to call attention to the fact that if we intend to treat Canadians as they treat us as regards the importation of coal, if we desire to tax them as they tax us upon coal, we must do so by amending this bill and making the tariff on coal reciprocal.

"I presume the chairman of the committee [Mr. Wilson], in the rush of business, multiplicity of duties and great responsibilities, has overlooked the act of the Dominion Legislature of May 22, 1888.

"I hope an amendment may yet be offered making the duty on coal at least reciprocal. The chairman of the committee seems to be under the impression that the placing of coal on the free list would have that effect, after having looked at a section of the Canadian statute. I take it that under the circumstances he may be willing to favor a reciprocal duty upon coal. If he does I trust he may offer an amendment of that character. He can get recognition; I can not."

But although M. Wilson afterwards found time to offer fifteen amendments, including that reducing the duty on pig iron from 22½ per cent. to 20 per cent.—which means ruin to every furnace in Virginia, if not in Alabama—he disingenuously declined to make good (as he might so easily have done) the much-vaunted reciprocity pretense which he has so strenuously urged as an excuse for putting coal on the free list.

THOMAS P. GRADY.

Raise Your Own Food Supplies.

Gradually, but surely, the Southern press is falling into line editorially on the theory so persistently advocated by the MANUFACTURERS' RECORD, that Southern farmers should raise their own food crops, and not depend on cotton sales for money to spend in the West and elsewhere in buying wheat, corn and meat. The Helena (Ark.) World strikes the nail squarely in the following editorial:

"There are no hard times for the thrifty farmer who has meat in his smokehouse, corn in his crib, hay in his barn, potatoes and pumpkins in the cellar, colts in his horselot and turkeys and chickens in his barnyard. He may not have much money in his pocket, but he can snap his fingers in the face of hard times. If, however, a nearby market is provided for his surplus vegetables, poultry, pigs and lambs, he will be able to keep a comfortable bank account. If Helena capitalists and merchants know what is good for them and for the country, they will turn their attention to the question of providing a spot cash market right here in Helena for every article of produce which can be raised by the farmers. The farmers are all right. The World has contended all along that if Helena will provide the market the farmers will do the rest. The canning factory will make a market for thousands of dollars' worth of vegetables; a cold-storage warehouse would make a market for other products; a cornmeal mill would stimulate still another branch of farming industry. The country is all right and the farmers are all right. Let's get all right ourselves and provide a cash market for all the farm products that can be raised in this country. But whether our business men are equal to the emergency or not, we desire to urge upon all the farmers of this section the importance of living at home. Provide for the stomachs of yourselves, your servants and the cattle within your gates by your own industry. In this way only can you hope to become and remain independent."

Georgia's Gold Fields—Past, Present and Future.

CANTON, GA., January 26.

Editor Manufacturers' Record:

Since the repeal of the Sherman bill by Congress the interest in Georgia gold mines has increased phenomenally. There is increased activity among the prospectors, and numbers of capitalists and investors are coming in, while numerous enquiries are being made by prominent men from all sections. From present appearances I would judge that early in the present year there will be great activity in gold-mining in north Georgia. Good gold mines are here and outsiders are finding it out, and, as soon as the possibilities of this section are known and fully realized, there will be a rush for north Georgia equal to anything the West has ever seen.

The State is now materially aiding the matter by having a mineral survey made of the gold fields, which will be ready for publication some time in the early part of this year, and from intimations which I have received I believe it will create a sensation in mining circles.

Before the gold discoveries in California our Georgia gold fields produced a very large per cent. of the output of the United States, as can be seen by reference to the records of the mints up to that date.

The phenomenal discoveries in California almost depopulated the gold district of Georgia; nearly every gold miner who was able to handle a pick and shovel pulled up stakes and went to the Pacific slope.

From Cherokee to Rabun counties there can be seen many pits and shafts tapping the veins, and now can be seen trees growing in these old works which will measure two to three feet in diameter, and evidences can be seen at many places of the amount of work done here before the war.

The ores here are "free-milling" down to water-level, owing to decomposition and oxidation of the sulphurets and iron, which accompany most of our veins, below water-level. Where atmospheric influences have not been at work the gold is found almost entirely in sulphurets or iron, and heretofore the great problem has been as to a method of separating these metals cheaply.

Until recently no feasible plan had been discovered which would accomplish this result, and to this cause can be attributed the neglect of the mining interest in Georgia since the war.

Within the past few years experiments have been tried with chlorination and cyanide very extensively, and at last we are absolutely certain that the chlorination process will separate the gold from sulphurets cheaply, and many mines which have been abandoned in the past can now be worked with a large profit.

The main gold belt of Georgia extends from Rabun to Carroll counties, running in a northeasterly and southwesterly direction, and is from twenty to forty miles wide. Other portions of the State produce gold, but the section indicated above is considered the main gold belt.

Running entirely across the State on this belt is one principal lead or mother vein, which has been located and opened at intervals almost the entire distance across the State, and a few places on it have been worked down to water-level, where it had to be abandoned on account of the imperfect methods employed in working the sulphureted ores.

Many of these mines can be bought for very little money now, and with the improved machinery we now have they can be worked with the certainty of large returns. It is only a question of time as to when these mines will all be taken up, and if they are worked with that degree of business judgment which is necessary to the success of any business, nearly all will pay better than the gold mines out West.

Cherokee and Lumpkin counties have produced more gold in the past than all the balance of the State put together, and today they are the principal gold-bearing counties of the State. The principal gold belt runs entirely through both of these counties, and it has been worked extensively in both counties.

There are several paying mines now being worked to considerable depth in Lumpkin county, and, in fact, almost every mine which started out on business principles and has adhered to them has made a success and is still paying. The old Franklin & McDonald gold mine in Cherokee county was discovered about fifty years ago and has been worked almost constantly since that time, and it is now being worked to a depth of 500 feet, and the vein is decidedly richer and better than ever before.

The Davis mine, near Canton, Ga., has been opened to a depth of 100 feet, and the ores are abundant and very rich. Both of these mines are on the main vein of the gold belt, and are the only mines in Cherokee county which have been opened to a depth of 100 feet, and I merely mention them to show the possibilities of this vein when worked to any considerable depth.

We have a number of old placer mines in this county which have been worked over several times since 1840, and in some of them can still be seen the "old Long Tom" working away as though there were no such things as modern improvements.

Some of these placer mines were phenomenally rich, yielding hundreds of thousands of dollars. Among the number in Cherokee county are the Sixes, Kellogg, Bells, Evans, Cherokee, Pascon, Rudicill and numbers of others which could be mentioned, all of which are now lying idle, but ready to produce thousands more for the man who is willing to go down into the earth after it.

Gold-mining is like any other occupation and requires business sense and judgment, and failure is apt to come to the man who attempts it without these necessary accomplishments.

Since the war Georgia gold mines have had a hard road to travel, but it seems now that with recent improvements in gold machinery the day is not far distant when the sound of the stamp mill will be heard all over our land.

I could name fifty gold mines in Cherokee county, either of which, if placed in California, would create an excitement, and either one of the number would readily sell for as much as the entire number could be bought for here.

J. H. MOORE.

[Atlanta Daily Journal.]

THAT powerful and, to the South, valuable paper, the Baltimore MANUFACTURERS' RECORD, has come again under the management of its able founder, Mr. Richard H. Edmonds, who ran it successfully for ten years, but who, some eighteen months ago, gave up its conduct on account of ill health in the very height of its success. Restored to health, Mr. Edmonds has resumed its management, and will continue it upon its strong and original line of Southern development, of which he was the author and effective administrator. He built the journal from nothing into one of the most, if not the most powerful industrial paper in the United States, under a policy as able as it was public-spirited. The MANUFACTURERS' RECORD is to be congratulated upon regaining Mr. Edmonds in its control, and we may look to see it pursue its old role of devotion to Southern growth and enrichment.

At a meeting of the stockholders of the Wheeling Steel & Iron Co., held last week at Wheeling, W. Va., to elect directors for the ensuing year, the following board was chosen: Alonzo Loring, Jos. Bell, John G. Hoffman, Sr., Geo. K. Wheat, Wm. F. Stifel, C. R. Hubbard, Geo. B. Caldwell, Wm. A. Isett and John P. Gilchrist.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on pages 13 and 14.]

The Richmond Terminal Reorganization Delay and Its Cause.

The MANUFACTURERS' RECORD has authority to make the following statement for the apparent delay in reorganizing the Richmond Terminal:

The falling off in railroad business has caused a very material accumulation of additional floating debt on the Richmond & Danville and East Tennessee properties, which also presents the problem as to how long the falling off in railroad traffic will continue, because as long as it does the fixed charges under the reorganization must be temporarily reduced so as to keep them within the smaller earnings. These are problems which the reorganizers must solve, and which take time to solve. The reorganization, however, will proceed with some modifications from the original plans.

A member of the Baltimore bondholders' committee appointed to look after their interests informs the MANUFACTURERS' RECORD that much uneasiness has been caused from the fact that Drexel, Morgan & Co. had not announced what they would do about the floating debt. Most of this has been allayed by assurances that the debt would be taken care of, and the committee, he states, feel satisfied with the result of the conference recently held in New York. The statement above given shows plainly that Drexel, Morgan & Co. have no intention of giving up their plan.

The Georgia Southern & Florida.

Regarding the sale of the Georgia Southern & Florida road, which has been postponed again, Mr. W. Checkley Shaw, chairman of the Baltimore bondholders' committee, which intends reorganizing the road, makes the following statement to the MANUFACTURERS' RECORD:

"The postponement is merely a legal formality, and does not affect the position of the bondholders in any way. The Macon Construction Co. had sixty days in which to appeal to the Supreme Court from the decision ordering the sale. On the last day of this period it served notice of appeal; consequently we are simply obliged to wait until the case is heard before again making preparations to sell. The decisions have thus far been in our favor, and there is no ground for believing that they will be otherwise in future. As to the appointment of Mr. Skipwith Wilmer as co-receiver, we wish it to protect the bondholders' interests until the process of reorganization is completed. The earnings of this road show that there is ample basis for reorganizing its securities and giving their holders a fair rate of interest."

New Road for Norfolk.

The Chesapeake & Ohio Railroad Co. intends having terminals in Norfolk, Va., and the mystery surrounding the extensive purchase of real estate in that city in April, 1893, for this company is partly revealed. The property in question was sold to the Chesapeake & Ohio Terminal Co. for \$556,000. It comprises a large frontage on deep water, and includes what are known as the Tazewell, Baker, Smith, Ludlow, Bagnall and Blow tracts, and McCullough's wharf. About 600 feet fronts on Granby, one of the principal streets, and this will probably be the depot site.

The MANUFACTURERS' RECORD commented on the sale at the time, and the announcement that the Chesapeake & Ohio is to enter Norfolk is confirmed by the introduction of a bill in the State legislature allowing the company the usual terminal privileges accorded railway companies in

cities. The bill is advocated by Hon. M. T. Cocke, of Norfolk. The company can use its property in Norfolk in two ways—by establishing a line of railroad ferryboats from Newport News, or by building a road into the city from some point on its main route. If the former way is decided upon the Norfolk freight and passenger stations would be connected with Newport News by a line of freight-car transfer boats running across Hampton Roads. To reach Norfolk by an all-rail route would require a branch line fully fifty miles long across Isle of Wight county from some point on the Chesapeake & Ohio near Williamsburgh. A bridge over the James river would also be needed.

It is almost impossible to estimate the benefit Norfolk and Portsmouth will obtain, whether the Chesapeake & Ohio enters the city by land or by water. It will develop the city's commercial and manufacturing interests and be a most important factor in increasing its population and the value of its real estate.

In a letter to the MANUFACTURERS' RECORD Mr. Decatur Axtell, second vice-president of the Chesapeake & Ohio, confirms the report that the company has applied for legislative authority to enter Norfolk.

The Chattanooga Southern Railroad.

The Chattanooga Southern's earnings are increasing at such a rate that its sale to the highest bidder has been postponed by order of the court. The bondholders, it is said, are pleasantly surprised at the improvement in the road's finances, and have willingly assented to the postponement until June 20, as it is hoped most of the floating debt will be settled by that date and a sale rendered unnecessary. Gen. J. W. Burke, the receiver, is receiving much praise for his able and economical management. Since he took hold of this property he has put it in first-class shape, improved its roadbed and rolling stock, developed its business and demonstrated the large possibilities of the road under judicious management. The company has recently ordered fifty coal and ore cars from the Elliott Car Co., of Gadsden, Ala.

Arkansas Railway Projects.

Secretary Mills, of the Hot Springs Chamber of Commerce, writes to the MANUFACTURERS' RECORD from that city that already the question of building extensions of the Little Rock, Hot Springs & Texas road is being agitated. It is believed a connection between the new line and the St. Louis & San Francisco would be a paying investment, also an extension to Pine Bluff. The Hot Springs Chamber of Commerce worked earnestly to insure the success of the Little Rock-Hot Springs road, which is about to be built. In closing, Secretary Mills gives the following facts:

"All this means inducement to investors to come to Hot Springs for the establishment of factories. Surrounding the city is timber and material of all kinds required for buggies, wagons, furniture, woodenware factories, a flouring-mill industry, the manufacture of soap, brooms, etc. The timber and mineral resources are limitless, and the railroads will afford an outlet to a fine market in a field virgin of these producing industries."

An Interstate Commerce Suit.

The fight which the Board of Trade of Troy, Ala., is making against alleged discrimination of freight rates in favor of Montgomery has been called to the attention of the interstate commerce commission, and that body has made a ruling in favor of Troy. It is claimed that the roads have violated this ruling, and the commission has applied for an injunction in the United States Court at Montgomery to restrain about forty roads from refusing to recognize its action.

A Report Denied.

Regarding the report that the Mobile & Ohio intends to build a branch from some point on its line into Birmingham, Ala., the following letter is self-explanatory:

MOBILE & OHIO RAILROAD CO. }
MOBILE, ALA., January 29. }

Editor Manufacturers' Record:

Replying to your favor of the 19th inst., I have to say that the Mobile & Ohio Railroad has taken no action whatever in reference to the construction of a line of railroad from any point to Birmingham.

J. C. CLARKE,
President and General Manager.

The report may have arisen from the operations of an independent company, as it is known that the plan of constructing a new line into Birmingham has been agitated several times within the past few years.

Another Maryland Scheme.

The latest developments in the proposed line down the Eastern Shore of Maryland is the statement that the Pennsylvania is back of the movement of the Elkton & Middletown Company to build that line. The Elkton & Middletown was incorporated in 1880, but nothing has been done up to this time towards constructing it, although \$58,000 was secured to aid in building it and is now lying in the State treasury. Since the organization of the Elkton & Southern several of the incorporators of the former company have announced that it will receive stock subscriptions on February 27, and from them comes the statement of the Pennsylvania's interest in the project. It is proposed to construct the road from Elkton to Massey's Station, which would make it a link between the Philadelphia, Wilmington & Baltimore and Queen Anne's & Kent divisions of the Pennsylvania.

Chicago Gets the B. & O. Exhibit.

The railroad exhibit of the Baltimore & Ohio which attracted so much attention and admiration at the Columbian Exposition will be shipped to Chicago to form a part of the permanent museum now being arranged in that city. It was offered the city of Baltimore, but the authorities did not see fit to accept the terms of the offer. The collection, which has been described in previous numbers of the MANUFACTURERS' RECORD, is by far the most elaborate of its kind in the world, and its historical and educational value alone can hardly be estimated. The collection of models, drawings, etc., is principally the work of J. G. Pangborn, of Baltimore, who had the hearty co-operation of President Mayer and Vice-President Lord, of the Baltimore & Ohio.

A Street Railroad Rumor.

A rumor has been current in Baltimore that an effort is being made to consolidate the several street car systems under one management with the idea that they could be operated with more economy and to much better advantage. The Baltimore Traction Co. has endeavored several times to secure a controlling interest in the other roads, but thus far has secured only the North Baltimore system. Large stockholders in the Traction Company are also interested in the electric road to be constructed from Baltimore to Washington. It is believed that this party, which includes Messrs. Elkins and Widener, of Philadelphia, and T. Edward Hambleton, of Baltimore, is planning the consolidation, if any is being planned.

Want to Begin in Texas.

A number of the directors of the Gulf & Interstate Railroad Co. have been inspecting the water front at Galveston and vicinity. They also examined the La Porte, Houston & Northern road with the view of

using it as a part of the projected line from Dakota to the gulf. F. J. Close, of Topeka, Kans., one of the directors, states that work will be begun on the line in Texas first if enough encouragement is received.

Bought by Bondholders.

The Annapolis & Baltimore Short Line, which was sold by order of the court at Baltimore, has been purchased by George Burnham, Jr., of Portland, Me., representing the first mortgage bondholders, who will operate the line. C. A. Coombs, its president, was appointed receiver in March, 1893. It is understood that no changes will be made in the management for the present.

Railroad Notes.

THE offices of the Associated Railroads of Virginia and the Carolinas will be moved to Baltimore by Wm. H. Fitzgerald, the new commissioner. The change will take from Richmond about fifteen clerks.

C. S. GADSDEN, of Charleston, S. C., has been elected president of the Cheraw & Darlington road.

A BILL has been introduced in the Virginia legislature to incorporate the Ohio River & Charleston Railroad Co. instead of the Charleston, Cincinnati & Chicago.

LOUISVILLE & NASHVILLE directors have elected Mr. John I. Waterbury, president of the Manhattan Trust Co. of New York, as a director of the Louisville, to take one of the vacancies in the directory.

J. J. KRESS, trainmaster of the Arkansas division of the Cotton Belt, with headquarters at Pine Bluff, has been promoted to be superintendent of car service for the same road.

THE Illinois Central Railroad Co. has recorded a mortgage in Shelby county, Tenn., to cover an issue of \$5,000,000 of bonds, with the privilege of increasing the amount to \$12,500,000 if it becomes necessary. The United States Trust Co. of New York is the trustee. The bond issue is said to grow out of the recent sale of the Chesapeake, Ohio & Southwestern. It is secured by a mortgage on the Newport News & Mississippi Valley road.

I. H. NOBLE, of Anniston, Ala., has purchased the Birmingham & Sheffield Railway and the property of the Sheffield Coal, Iron & Land Co., sold by a decree of the court.

RECEIVER BURKE, of the Chattanooga Southern, states that business is improving and the earnings of the road increasing.

THE committee authorized to prepare a plan of reorganization for the Memphis & Charleston has given up the idea for the present.

THE temporary receiver of the Rome (Ga.) Street Railway Co. has been discharged and the line turned over to the company owning, as the court holds the financial condition of the road does not warrant a receivership.

AT the annual meeting of the Kansas City, Pittsburg & Gulf Railroad Co. at Kansas City the following board of directors was chosen: E. L. Martin, A. E. Stilwell, Richard Gentry, A. A. Mosher, W. S. Taylor, W. S. Woods and C. A. Braley, of Kansas City; E. T. Stotesburg, J. L. Welsh and H. S. Grove, of Philadelphia, and A. Heckscher, of New York.

REPRESENTATIVES of a number of the largest street railway lines in Texas cities have formed the Texas Street Railway Association with the following named officers: W. H. Sinclair, of Galveston, president; J. K. Urie, of Austin, vice president; S. A. Hobson, of Waco, secretary and treasurer. An executive committee is composed of the three officers and W. Childress, of Dallas, and W. H. Weiss, of San Antonio.

FINANCIAL NEWS.

100 Per Cent. Dividends in Four Years.

In the long list of successful Southern banks the Abilene National Bank of Abilene, Texas, would seem to lead. In fact, it is doubtful if any similar institution in the country can show such a record for earnings. From September 1, 1886, to January 1, 1894, a period of seven years and four months, its net profits were \$143,980.03 on a capital of \$100,000, or an average of nearly 20 per cent. yearly. On December 30, 1893, the bank declared a dividend of \$100,000, or 100 per cent., being the aggregate net earnings for the last four years, or an average of 25 per cent. per annum. In addition to this it has a surplus of \$30,285.17 above its capital. There are two other national banks and one private bank in the town, so that the Abilene National has no monopoly of the business. The place has only 4000 people, but all the banks are flourishing.

The Jarvis-Conklin Affairs.

A New York dispatch states that the work of reorganizing the Jarvis-Conklin Mortgage Trust Co. is progressing very favorably. A large majority of assents of the American holders has already been received. On some of the series the assents amount to over 78 per cent. The committee has not been so successful with the English holders, and has yet to obtain a majority of assents. This delay is attributed to the circular issued by parties in opposition to the plan in London, but the ultimate success of the plan is said to be assured. The time for assenting has been extended until February 15, and the committee expect to have by that time very near, if not all the assents of the American holders.

100 Per Cent. Profit in Four Years.

The Abilene National Bank of Abilene, Texas, has \$100,000 capital.

Its dividends for the four years ending December 30, 1890, were \$100,000.

Its net profits since September 1, 1886, have been \$143,980.03.

During the last four years its net profits have averaged 25 per cent. a year.

During the last seven years its net profits have averaged 20 per cent. a year.

New Financial Institutions.

Citizens at Columbus, Texas, are raising funds to establish a national bank.

The Farmers' Mutual Insurance Co. has been chartered at Atlanta, Ga. W. R. Huff and J. D. Harris are among the incorporators.

The Atlanta Mutual Life Insurance Co. has been incorporated by A. S. J. Gardner, John A. Sibley and others.

A dispatch from Morrilton, Ark., announces that Messrs. Logan and Terry of that city are arranging to open a bank.

W. B. Prickett, of the Commercial National Bank of Huntington, W. Va., is interested in a plan to open a bank in Bluefield, W. Va.

The Home Building and Loan Association has been organized at Columbia, S. C., with Dr. W. J. Murray, president; Dr. George Howe, vice-president; L. T. Levin, secretary and treasurer.

H. E. McCoy, of Bristol, Tenn., it is stated, will open a bank at Marion, W. Va., to be called the Merchants and Farmers' Bank.

The Galveston Safe Deposit Co. has been chartered with \$50,000 capital by W. B. and J. K. Wallis and H. A. Landes.

The United Banking & Building Co. of Richmond, Va., has organized a branch in Florence, S. C., with P. A. Wilcox, president, and W. A. Brunson, vice-president.

The People's Bank has been chartered to do business at Bluefield, W. Va., with \$25,000 capital. W. B. Prickett, of Hunt-

ington, W. Va., and W. H. Campbell, of Bluefield, are among the incorporators. It will open for business about March 1.

New Bond and Stock Issues.

The Spartanburg, Glendale & Clifton Railroad Co. will issue \$60,000 worth of 6 per cent. 30-year bonds for construction purposes, guaranteed by parties owning \$100,000 worth of real estate and a mortgage on the road. Address W. E. Fowler, Spartanburg, S. C.

Bexar county, Texas, has sold \$184,000 worth of courthouse bonds at 101½. They were taken by local capitalists.

Interest and Dividends.

The Union Compress Co., of Little Rock, Ark., has declared a dividend of 5 per cent.

The Citizens' National Bank of Washington, D. C., has declared a semi-annual dividend of 6 per cent.

The Bonsack Machine Co., of Lynchburg, Va., has declared a dividend of 12 per cent.

The Bank of Lexington, Va., has declared a dividend of 6½ per cent. on its year's business.

The Davis & Wiley Bank, of Salisbury, N. C., has declared a semi-annual dividend of 4 per cent.

The Salisbury (N. C.) Cotton Mill Co. has declared a semi-annual dividend of 2 per cent. and carried a large amount to its surplus fund.

The Texas Tram & Lumber Co., of Beaumont, Texas, has declared a dividend of 8 per cent. for 1893.

Failures and Suspensions.

Dr. W. A. Lash, J. D. Williams, E. J. Lilly, J. E. Gilmer and W. A. Moore & Bro., all interested in the North State Improvement Co., of North Carolina, have made individual assignments. It is understood that these are only temporary, and are caused by the delay in receiving the money which the English syndicate is to pay for the Cape Fear & Yadkin Valley road. As soon as the transfer is completed, it is stated that all the indebtedness of the assignors will be liquidated.

The First National Bank of Fort Payne, Ala., has suspended. The deposits amount at present to \$8000, with assets of \$60,000.

C. P. Williamson has been appointed receiver of the Williamson Iron Works, and William Hardie, receiver of the Birmingham Iron Works, both of which are located at Birmingham, Ala.

Robert F. Knox has been appointed receiver for the Deis Manufacturing Co., of New Alexandria, Va. The receivership is the result of dissensions among the stockholders.

The Richmond (Va.) China Co. has made an assignment to R. Wellford. Liabilities are estimated at \$20,000.

J. Turner Morehead, of Leaksville, N. C., has made an assignment. His liabilities are estimated at \$115,000. It is believed that his embarrassment will be only temporary, as part of his assets are tied up in the North State Improvement Co. failure.

George W. Greene, dealer in hardware, etc., at Abilene, Texas, has given a deed of trust to Thomas M. Webb. The liabilities are \$25,000 and assets unknown.

Financial Notes.

F. W. ZADOW has been elected president of the Farmers' National Bank at Hempstead, Texas; B. Schwarz, vice-president, and J. C. Amsler, cashier.

THE Southern Iron Co., of Chattanooga, Tenn., has adjusted its indebtedness by a plan of reorganization, and will be known hereafter as the Central Iron Co. It owns nine furnaces and a rolling mill, besides a large amount of ore lands. The bonded debt will be reduced \$2,000,000 by the new plan.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 12 and 13.]

John P. King Manufacturing Co.

Mr. John W. Dickey, of Augusta, Ga., writes to the MANUFACTURERS' RECORD: "The largest cotton mill in Augusta is the John P. King Manufacturing Co., and today it stands a monument to the extraordinary ability of its first and only president, Mr. Charles Estes. The mill was built in 1882 and is capitalized at \$1,000,000, and as originally built contained 26,464 spindles and 760 looms. Out of the net earnings additions have been made from time to time, until today the company has 40,288 spindles and 1168 looms, an increase of 50 per cent. over the original amount. In the meantime the company has paid for several years regular 6 per cent. dividend and accumulated a cash surplus of nearly 25 per cent.—this amount on hand after paying January, 1894, dividend of 3 per cent. This is surely a successful history, and explains the confidence the stockholders have in their property. The stock for some years has fluctuated perhaps as little as any stock or bond dealt in here. The company owns about thirty-five acres of land, on which its operatives' houses are built. It is likely that in the very near future this stock will pay 7 per cent. dividend."

Southern Textile Notes.

THE annual meeting of the stockholders of the Alpha Mills, of Charlotte, N. C., was held last week, and C. Scott was re-elected president; R. M. White, vice-president, and W. S. Mallory, secretary and treasurer. Directors were chosen as follows: Messrs. Scott, White, B. D. and E. J. Heath, J. C. Long, R. J. Brevard, F. R. Durham, J. H. Van Ness, A. C. Summerville and B. F. Withers.

THE stockholders of the John P. King Manufacturing Co. held their annual meeting at the office of the company in Augusta, Ga., on the 24th ult. Mr. Charles Estes, president, submitted his report of the business for the past year, showing that the affairs of the company were satisfactory, it having transacted a large and profitable business. Several weeks ago the directors declared a semi-annual dividend of 3 per cent. The election of officers resulted in the re-election of Mr. Estes as president and the old board of directors, with the exception of E. R. Schneider, deceased, in whose place Mr. F. B. Pope was chosen.

THE new Southern Cotton Spinners' Association held a meeting at Charlotte, N. C., last week for the purpose of effecting permanent organization. There was a large attendance of delegates from Virginia, Georgia, Alabama, North and South Carolina, representing an aggregate of 290,000 spindles. Dr. C. H. Franklin, of Union Springs, Ala., was chosen president; D. W. Oates, of Charlotte, first vice-president, and R. L. Bloomfield, of Athens, Ga., second vice-president. It was decided to establish an office at Charlotte in charge of a salaried secretary, and an executive committee was appointed to equip the office for business. The association has for its purpose to facilitate general conference among the mill men to the advantage of the business generally. Another meeting will be held within sixty days.

THE new cotton mill at Talladega, Ala., built by the Talladega Cotton Factory Co., will soon be put in operation, as arrangements are now being made to secure the required capital. The stockholders held a meeting on the 20th of last month, at which a resolution was adopted authorizing the directors to place a mortgage on the plant for \$30,000, and this will be done at

once and the mill will then be put in operation.

THE Victor Cotton Mill's stockholders held their regular annual meeting at Charlotte, N. C., last week to receive reports of the various officers, which were perfectly satisfactory. The old officers were re-elected, also the old board of directors, with the exception of Mr. W. E. Holt, who resigned, and J. D. Church was chosen in his stead. A semi-annual dividend of 3 per cent. was paid by this concern on January 1.

MR. C. M. BRANDON, representing the Cherry Cotton Mills, of Florence, Ala., has made a contract for the sale of one-third of the output of the plant.

Blacksburg (S. C.) Reduction Works.

Mr. F. Powell, M. E., of Charlotte, N. C., writes to the Observer, of that city, about the plant lately reported in the MANUFACTURERS' RECORD as being built at Blacksburg, S. C., by the Caloric Reduction Co., as follows:

"All owners of mineral property and others interested in a revival of the gold-mining industry in this part of the country will be glad to learn that the Blacksburg Reduction Works will soon be in operation. Major Jones, president of the company, informed the writer recently that he expected to start up about the 15th of March. The building is already finished for the furnaces and amalgamators and the machinery is being erected. Another building is already begun, in which will be placed crushing machinery to prepare lump ore for the roasting furnace.

"The process, known as the Walker-Carter process, is a very interesting one, combining the manufacture of sulphuric acid and mineral paint with the extraction of gold and silver by amalgamation. The acid and paint are in one sense by-products, but they will more than repay the cost of the whole operation, so that the company can afford to pay the full assay value in gold and silver for sulphurets ores and still make money. It is not to be expected that they will do this, but the writer was told that they will buy sulphurets ores in any quantity from a one-horse wagon-load to a carload and pay cash. This is precisely what is needed to stimulate the development of the gold mines now idle. There are well-known deposits of gold-bearing sulphurets on innumerable farms, the owners of which will be encouraged to open them up as soon as a market is secured.

"The principal difficulty in the way of successful working of mines in the South has been the impossibility of extracting the gold and silver from sulphurets with the only machinery within reach of miners of limited capital. It is to be hoped that the Blacksburg Company will be successful. The success of one enterprise of that kind will induce capitalists to start others at different railroad centres, and thus the most important condition of profitable mining will be secured—a market for sulphurets ores in which competition will regulate the price and insure the greatest possible returns to the miner."

Northern Praise for the South.

THE remarkably excellent condition of the South from a business and financial standpoint has attracted the attention of the American Banker, of New York. A correspondent writing from Atlanta, Ga., has prepared an elaborate article on the subject, bringing forth facts and arguments with which readers of the MANUFACTURERS' RECORD are familiar. Much attention is given Georgia and Atlanta as an objective point for investors.

P. G. SMITH has been elected president of the Bank of Anniston, Ala.

PHOSPHATES.

The Reported Discoveries of Phosphate in Tennessee.

HOHENWALD, TENN., January 27.

Editor Manufacturers' Record:

The late phosphate discoveries in Lewis county, this State, are causing a great deal of interest among the phosphate companies throughout the United States, as the importance of the discoveries are known. Additional discoveries are being brought forward, and already the discoveries extend over a section of country of a distance of about twenty miles. The phosphate is of a superior quality, and in some of the better specimens the analysis shows an exceptional high grade of phosphate. The phosphate lies in a stratified form below a slate rock and above a limestone formation. This same formation extends over a large scope of country, and many additional discoveries are looked for as investigations are made. Already parties connected with the large Florida phosphate companies are interesting themselves, as well as parties from New York city, Philadelphia and other sections of the United States.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, February 1.

The movement in the local phosphate market is not important. The offering of land rock is quite free to domestic trade at fair prices. Land pebble is fairly contracted up for forward and river pebble well sold up for foreign shipment. Stocks at Charleston, S. C., are somewhat increased, and offerings for prompt delivery at a shade less. The general movement, however, is rather slow, owing to continued depression in trade on manufactured goods. There are no charters reported during the past week. The tone of the market at the close is steady, but quiet, as follows: South Carolina rock \$5.00 for Charleston, \$4.75 for Ashley river and \$5.00 to \$5.25 for Ashepool, S. C., all f. o. b. Florida rock is quoted at \$5.25 to \$5.50 for 60 per cent. river pebble, \$5.50 to \$6.00 for 65 per cent. and \$6.25 to \$6.50 for 70 per cent., all f. o. b. Charlotte Harbor or Tampa.

FERTILIZER INGREDIENTS.

The market during the past week has ruled fairly active for ammoniates, with values firmer. Sales have been larger and the offerings have been taken up mostly for shipments South. Prices close decidedly firmer at \$2.10 f. o. b. Chicago and Kansas City for February concentrated; \$2.25 for blood and \$18.00 to \$19.00 for 9 and 10 per cent. tankage; nitrate of soda is firm, with a good demand and fair supply.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$ 3 40@	\$3 75
Nitrate of soda.....	1 95@	2 10
Hoof meal.....	2 35@	—
Blood.....	2 50@	—
Azotone (beef).....	2 60@	2 70
Azotone (pork).....	2 60@	2 70
Tankage (concentrated).....	2 30@	2 35
Tankage (9 and 20).....	\$2 25 and 10 cts.	—
Tankage (7 and 30).....	20 00@	21 00
Fish (dry).....	27 00@	28 00
Fish (acid).....	18 00@	20 00

CHARLESTON, S. C., January 30.

Business during the past week in phosphate circles has been quite active; a decided tendency towards a rise noticeable, and a much stiffer market prevalent. A bold front held by the miners and all working together will easily send the price several points higher. Prices are \$4.50 crude, \$5.00 to \$5.25 hot-air-dried and \$7.50 ground rock, all f. o. b. Charleston. Coastwise shipments for the week were by schooners Maggie J. Lawrence, 575 tons, for Richmond, Va.; Fannie Brown, 775 tons, for Richmond, Va.; Addie Bacon, 550 tons, for Richmond, Va., while in port and loading are schooners Warner Moore, Susan B. Ray, B. F. Lee, W. W. Converse, F. P. Lee, L. J. Lewis.

The total exports of phosphate since September 1, 1893, are 43,568 tons, against 48,373 tons for same date last year. The shipments of fertilizers continue heavy, and prospects are that, for the first time in a period of several years, the companies will sell out their entire product manufactured. The strike, which was reported last week, resulted in the laborers returning after the lapse of a few days to their old wages. Work on the plants of the river companies is reported progressing with considerable activity.

Phosphate and Fertilizer Notes.

THE work of digging a channel at Port Tampa, Fla., from deep water out to the beach was commenced last week on the north side of the dock. A channel 200 feet broad will be dug to a depth of twenty-eight feet, allowing vessels of large draught to come alongside the elevated tracks to load phosphates. The big dredge Pico, which was built by an Ohio firm for the Plant system, has commenced the work of dredging, and is in every respect fully adapted for the purposes designed.

A LOT of 240 acres of land lying to the west of Bartow, Fla., in the great phosphate belt, was recently sold by the American Mining Co. to Major McLean and Mr. Howe. The price paid is said to be \$50.00 per acre. The purchasers will proceed at once to erect a plant and begin to mine phosphate at the earliest possible date.

THE Imperial Fertilizer Co., of Charlotte, S. C., shipped last week sixteen carloads of fertilizers, or 220½ tons, to the Stinson Agricultural Club, of Georgia. The cars were distributed as follows: Five for Harris City, two for Stinson's, three for White Sulphur Springs, two for Lee Pope and four for Odessa. The Stinson Agricultural Club is a celebrated organization composed of a number of wealthy capitalist and fancy farmers, so that the Imperial Fertilizer Co. is fortunate in getting the order.

THE annual meeting of the stockholders of the High Springs Phosphate Co. was held in Jacksonville, Fla., on the 22d ult. The affairs of the company were reported in a healthy condition. The following are the board of directors for the ensuing year: A. W. Barrs, H. W. Clark, D. B. Upson, R. D. Knight, Lockhart Little, L. Furchgott and W. A. Bours. At a subsequent meeting of the new directors the following officers were elected: A. W. Barrs, president; H. W. Clark, vice-president, and W. A. Bours, secretary and treasurer.

THE Alachua Phosphate Co., whose offices are at Ocala and High Springs, Fla., with mines at Rock Springs, in Marion county, recently declared a semi-annual dividend of 5 per cent. on its capital stock. The company commenced mining in June, 1893, and since that time has paid from its earnings for improvements, etc., over \$5000.

THE large plant of the Florida Syndicate, Limited, in course of erection at Anita, Citrus county, Fla., will be one of the most complete in the State, consisting of a seventy-five horse-power engine, 100 horse-power boiler, crusher, two double log-washers, two cylindrical driers and other appliances of the most modern styles. The outfit was furnished by the W. T. Adams Machine Co., of Corinth, Miss.

THE British steamer Leander, which cleared recently for Bremen, carried the largest cargo of cotton ever shipped from Wilmington, N. C., consisting of 10,512 bales. The net registered tonnage of the Leander is 1888.

J. S. DANIELS and E. B. Cottingham are among the incorporators of the International Migration Society, organized at Birmingham, Ala., to transport negroes to Liberia and other points in Africa.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Markets for Cottonseed Products.

NEW ORLEANS, LA., January 29.

The cottonseed-product market remains about as last reported, except that oil is, if anything, easier. The mills throughout the country are trying to hold for higher prices, but in some instances are letting go small lots to give room or from scarcity of cash. On the other hand, buyers are holding off and only taking oil to meet their immediate requirements. To make sales of round lots of prime crude concessions would have to be made. We quote the crude market here at twenty-eight to twenty-nine cents loose f. o. b. mills; prime refined in barrels, thirty-seven to thirty-eight cents; off refined, thirty-three to thirty-five cents; cottonseed meal jobbing in carload lots at \$21.00 per ton of 2000 pounds; cottonseed meal for export, \$22.75 to \$23.00 per ton of 2240 pounds f. o. b.; cottonseed cake for export, \$22.50 to \$22.75 per ton of 2240 pounds, f. o. b.; linters and ashes about the same as last week.

JAMES RAINEY & CO.

ROTTERDAM, January 13.

The market for cottonseed oil has been quiet, but steady, during the past week. Some large parcels have arrived from America, i. e., steamship Glendower has discharged here about 8400 barrels. Several other large quantities are still on the way. The oil of the American Cotton Oil Co. is of a very good quality. Choice qualities are scarce this season, and it is difficult to obtain choice parcels. Good second qualities are very easy to obtain, but it is not easy to sell second qualities, even at lower price. Very choice quality has been sold at about thirty-three to thirty-four guilders, and for good second qualities the value is about twenty-nine and a-half guilders per 100 kilos delivered here. The tendency of the market is firmer. According to firmer reports of the American markets; much higher prices are to be expected; the stock of the article remains very small everywhere. The demand for butterine is still not very active. The weather is not cold here this week, therefore not much oil is used in the butterine manufactories. The prices, however, are considered as cheap, and therefore large parcels have changed hands. Some people are saying that large refiners in America are selling very large quantities below the official quoted prices. It seems, however, as if prices have reached the bottom, and everyone here thinks that we will see higher prices before long. Business, however, is still very slow, otherwise we should not have seen such low prices like thirty guilders for this article. It is, however, a fact that in our country we have not seen such low prices as in America. In New York choice oil has been sold at thirty-four cents per gallon, and the lowest price here has been thirty guilders for choice oil. This proves that the oil refiners who have consigned their goods to our place have obtained here higher prices than they could get in America. The market closes quiet, but the tendency is better than it has been for some weeks.

G. W. SANCHES.

[NOTE.—The price in guilders per 100 kilos multiplied by 1.34 will give the price in cents per gallons.—ED.]

Cottonseed-Oil Notes.

THE old plant of the Sherman Oil & Cotton Co., at Sherman, Texas, was burned on the 24th ult. Besides the mills, several hundred barrels of oil and a large amount of cottonseed was burned. This same company has just completed a new plant valued at \$500,000. The loss on the old

mill will reach \$100,000, well covered with insurance.

THE British steamships Tyzack and Tripoli cleared from Velasco, Texas, on the 23d for Hamburg and Rotterdam. Their cargoes consist mainly of cottonseed manufactured products from the Velasco and Houston oil mills. In addition they take out a quantity of walnut and cedar logs. The total value of the two cargoes is \$138,000.

THE NICARAGUA CANAL.

Shall We Build It, or England?

The American people must answer a momentous question before the turning of another year. They must decide whether American influence by peaceful means shall dominate the Isthmus of Nicaragua. The responsibility cannot be shirked. Forty years of indecision, with fitful but unavailing outbursts of enthusiasm for the building of a Nicaraguan ship canal, has at last provoked conditions which are critical. The world has waited for us, recognizing our superior interest in the undertaking. We have been put to test, and the result so far has been failure. Four times have concessions been placed in our hand and forfeited by inaction, and now a fifth concession awaits action.

Very noticeable and significant has been England's persistent hostility toward the American enterprise, while she has repeatedly approved officially of the Nicaraguan route, and at various times in the last century and a-half has endeavored to make herself mistress of the territory through which the canal must pass. We must bear in mind that if the ownership of this waterway goes abroad, whether the military possibilities of the situation are realized or not, our whole commerce, coastwise and foreign, which would use the canal, would for all time be subject to a tax for the benefit of the foreign capital invested therein, causing a further drain of gold from our vaults, which at the lowest calculation would within a single generation aggregate a sum sufficient to have constructed the canal. In other words, if we do not choose now to build the canal and reap the consequent advantages of the investment, we will ultimately not only pay the whole cost of its construction to the foreign owners, but we will pay it over and over again.

If we lose this waterway it means loss of prestige as a nation, loss of financial strength, narrowing of our commercial opportunities and an ever-deepening sea of diplomatic troubles. If we rise to the emergency and make it our own it means a free expansion of our domestic commerce from ocean to ocean, a well-balanced political development destructive of dangerous tendencies to sectionalism, a broader field for investment of capital at home and abroad, larger prosperity for every manufacturer, tradesman and wage-earner in the republic, and security from entanglements with foreign powers. To build the canal and own it means growth; not to build and own it means contraction.—Courtenay De Kalb in the Forum.

Park for Augusta.

An exceptional opportunity is afforded the citizens of Augusta to secure a site for a park. The Augusta Exposition Co., which owns a very desirable tract of land in the suburbs, has offered to sell it to the city for less than half its original value and on easy payments. The tract is improved by several buildings which could be used for a restaurant, museum or other purposes, while the land is so situated that it can be laid out and ornamented for a recreation and pleasure ground. A park is one of Augusta's needs, and it is to be hoped the people will make the most of the opportunity offered.

MECHANICAL.

A Flourishing Enterprise.

The accompanying cut is an illustration of the works of the McNulty Mill Furnishing Co., of Manheim, Pa.

Since the establishment of these works the company's business has been increasing steadily from the day work was commenced. The president, J. A. McNulty, formerly of Minneapolis, Minn., has been for some years engaged in the manufacture of special flour-mill machinery.

The McNulty Company, in building flour mills, has made a wide departure from the general practices by substituting sieve scalping machines and sieve grading machines for reels in making all the coarse separations, such as scalping the breaks, grading the middlings and scalping sizing stocks, thus keeping out of reels all stocks which have not passed through from No. 50 to No. 70 grit gauze, which is equal to No. 4 to No. 9 silk on reels. By this system of handling the coarse stock there is said to be much less wearing of the bran, much less disintegration of impure matter, and throwing off to the purifier much fluff and impurities that in some systems find their way into the flour barrel, unfitting it to be incorporated with the higher grades of flour. Following this arrangement of scalping and grading, the McNulty Company purifies the middlings by use of sieve grading purifiers, which have means of settling the dust and impurities extracted from the middlings and delivering the fine dust and finished bran particles separate from the heavier impurities, which are of such a nature as require further reducing. The system of dressing flour adopted by the McNulty Company is a progressive one, without any return of stock to a higher grade, and so arranged that a straight flour without low grade may be made, or a higher percentage of patent with any percentage of low grade best suited to the quality of clear being produced. In its arrangement of a mill the operator has the most complete control of the workings of machinery and system.

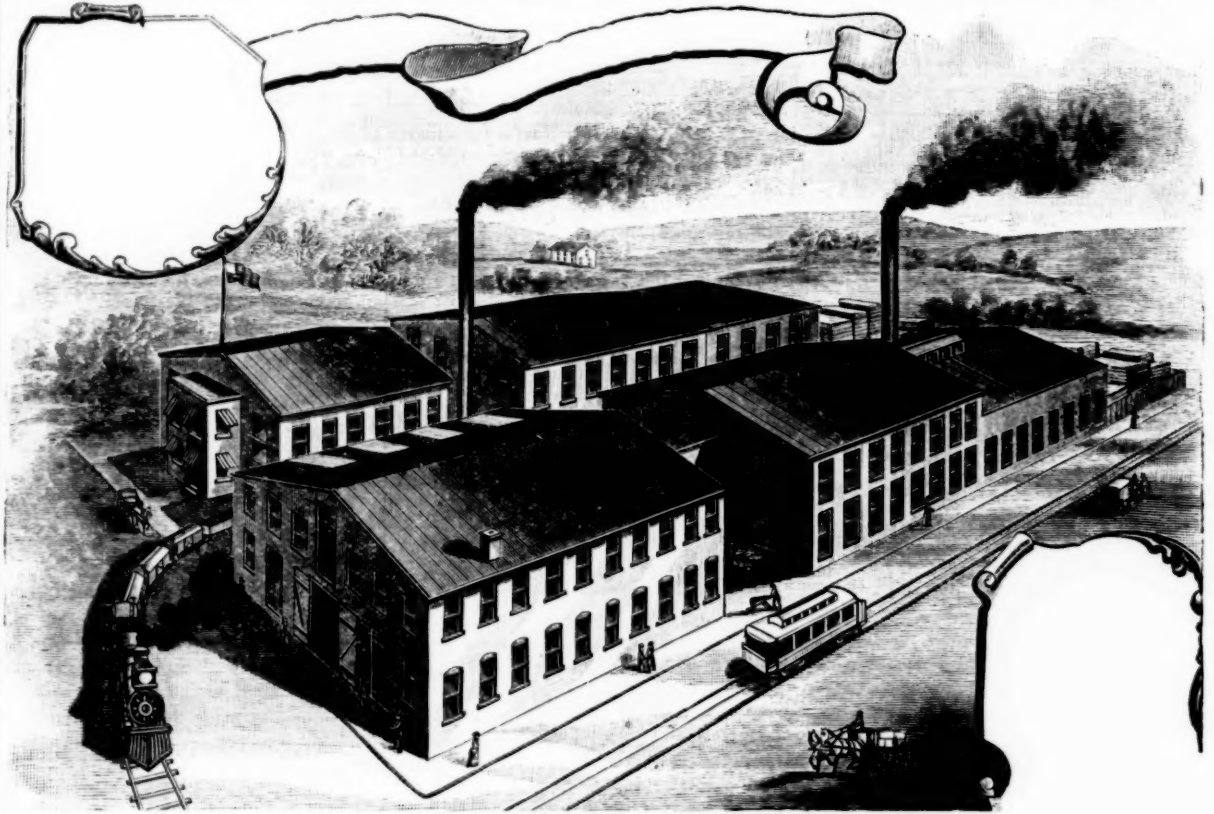
Amongst the special machines manufactured by this company are McNulty's slow-motion force feeders, a special machine which Mr. McNulty manufactured for several years at Minneapolis, Minn., and which is used largely everywhere to feed roller machines of all the other manufacturers. This in itself has grown to such proportions that the McNulty Company has arranged special machinery and provided every possible means for building them cheaply, and has reduced the price to the lowest possible point. The McNulty Company claims the advantages to be gained by the use of their feeders over other manufacturers' makes to be such that the savings usually pay the cost of the feeder in thirty to sixty days, and as it ships these machines subject to satisfactory trial, there is no reason why millers would not give them a trial.

Another of this company's special machines is the McNulty double-vibrating sieve scalper and grader. These machines are also the design of Mr. McNulty. These machines are adapted to the work formerly done by reels in making the coarse separations. The McNulty sieve machines are fed with its slow-motion force feeders, and the sieves are mounted so that their inclination may be changed at will to any desired pitch. The vibrating device is such that the jar may be made as heavy or light as desired. The cloth-cleaning device is such that silk and grit gauzes as fine as No. 9 silk can be used successfully.

The McNulty sieve-grading self-contained purifier is a new and novel invention, and is designed to do the work collectively of the air purifiers, followed by the sieve purifiers, as is at the present time the usual practice, the air purifiers being used to prepare the middlings for the sieve

purifiers. In the McNulty machine the feeding device is connected with sieve and fan, by which the material passing through the feeders is aspirated or purified as thoroughly as the same work can be accomplished by the air-belt purifiers now used to prepare the middlings for the sieve machines, and delivers the middlings on to other sieves, clothed with graded cloth and suction arranged so that there is a current of air passing upward through the cloth over which the middlings are floating, and

auspices, having an unsurpassed line of machinery; second, a corps of experts in the different branches of their business, who are men who thoroughly understand their business, everyone of whom has a very large and favorable circle of acquaintances throughout the country; and last, but not least, a well-equipped plant situated in one of the richest spots on earth, where the mechanic and laborer are enabled to live well at the lowest possible cost, and where railroad facilities are first-class.



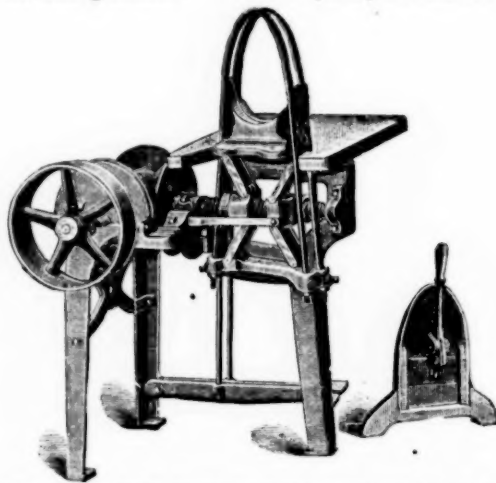
WORKS OF THE McNULTY MILL FURNISHING CO.

through the middlings passing over the tail of sieve, thus accomplishing work on one machine that in the usual practice require several machines to perform. And still another milling machine of great importance in the mill-furnishing trade made by the McNulty Company is the Royal reel inter-elevator flour dresser. This bolting machine is a round reel, having buckets arranged within the cylinder which carries up material on the ascending side and discharges the same on the down-going side, which increases the bolting surface.

Any information desired regarding flour-mill building can be had from this company.

New Power Press Kindling-Wood Bundling Machine.

The accompanying cut shows a new kindling-wood bundling machine. The power is accumulative, increasing in force as the bundle is pressed, which action is accomplished by means of right and left-hand screw and toggle joints. The machine is very simple with but few parts, consequently not liable to get out of repair,



NEW POWER PRESS KINDLING-WOOD BUNDLING MACHINE.

This company also builds dust collectors of a new pattern and design, being the result of much experiment upon Mr. McNulty's part in inventing a dust collector suitable to be incorporated into its new purifiers and grading machinery, and to be attached to purifiers of other makes, as well as wheat-cleaning machinery of all makes, by which the use of dustrooms and other dust-collecting devices are dispensed with.

This company has entered the mill-building field under the most favorable

and can be operated by anyone. It is so constructed that the operator's clothes are safe from being caught in the machine.

It can be run at any speed desired.

The jaws are made in two sections jointed in the centre, so that, when the pressure is released from the bundle, a spring throws the jaws apart, relieving it.

A back plate (shown detached in cut) is bolted to machine near the bows to place the wood against.

To this plate is connected a lever to

eject the bundle when pressed.

The wood is placed in the press in the usual way, butting against the plate. By pressing the foot-treadle the screw is rotated by power, bringing a heavy pressure on the bundle. The opposite treadle releases it, and it is easily ejected by the lever shown on the plate.

Sample machines will be sent to responsible parties on sixty days' trial, to be returned if not satisfactory. D. S. Abbott, Olean, N. Y., is the manufacturer.

THE SOUTH AGAIN AT THE FRONT.

The Newport News Shipbuilding Co. to Overhaul the American Liners Paris and New York.

The MANUFACTURERS' RECORD is informed that the Newport News Shipbuilding & Dry Dock Co. has made arrangements to dock and repair the American Steamship Co.'s liners "Paris" and "New York," the Newport News dock being the only one in the country that can accommodate these immense boats. The American Company appreciates this fact, and its patriotism and enterprise in encouraging home industry are highly commendable.

This arrangement with the American line is only another evidence that the plant of the Newport News Company is attracting world-wide attention. Work will soon begin on the three United States gunboats to be built there, and the MANUFACTURERS' RECORD is informed that other large shipbuilding work is being contracted for.

Grape-Growing in Georgia.

The North Georgia Land & Investment Co., in which the Georgia-Alabama Development & Investment Co. is interested, has decided to devote 500 acres of its land near Tallapoosa, Ga., to the cultivation of grapes and strawberries. It is estimated that \$25,000 will plant and meet the expense of caring for the great vineyard until it is in bearing, and the company proposes to raise this sum by borrowing it from stockholders at 6 per cent., securing the loan by \$50,000 worth of the company's bonds. Under the arrangement any purchasers of \$50.00 worth of bonds can secure four acres of the vineyard by paying the company \$120 additional. It is estimated that a four-acre tract in a fair season can net \$900 profit to the cultivator.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 12 and 13.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, February 1.

The local lumber market has ruled quiet during the past week, but, while the volume of business is light, there seems to be a gradual improvement in some departments of the industry. Receipts of yellow pine continue light and stocks along the wharves are somewhat reduced. Prices for all desirable grades and dimensions continue firm. Air-dried lumber is in better demand for choice selections. In hardwoods stocks are ample for the current demand, and the list of values is generally maintained. The planing mills report business as slightly improved, with orders more numerous and at a shade better figures. Box factories are rather quiet, some only working on half time.

The following table represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$16 25@
5-4x12 No. 2, " " " " " "	17 75@
4-4x10 No. 1, " " " " " "	19 75@
4-4x12 No. 1, " " " " " "	20 75@
4-4 narrow edge, No. 1, kiln dried..	17 75@
4-4 wide edge, " " " " " "	21 75@
6-4x8, 10 and 12, " " " " " "	23 25@
4-4 No. 1 edge flooring, air dried...	14 50@ 15 50
4-4 No. 2 edge flooring, " " " " "	12 00@ 13 00
4-4 No. 1 12-inch stock, " " " " "	15 00@ 16 00
4-4 No. 2 " " " " " " " "	12 50@ 13 50
4-4 edge box or rough wide " " " "	8 50@ 9 50
4-4 " " " " (ordin'y widths) " " "	8 50@ 9 50
4-4 " " " " (narrow) " " " "	7 50@ 8 00
4-4x12 " " " " " " " " " "	10 00@ 10 50
3/4 narrow edge " " " " " " " "	6 00@ 6 50
3/4 wide " " " " " " " " " "	8 50@ 9 50
3/4 10x16 wide " " " " " " " "	9 50@ 10 50
Small joists, 2 1/2-12, 14 and 16 long.	7 50@ 8 50
Large joists, 3-16 long and up.....	9 50@ 10 00
Scantling, 2x3-16 and up.....	9 00@ 10 00
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.	48 00@ 51 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 00@ 15 00
Good stock.....	17 00@ 17 50
CYPRESS.	
4-4x6, No. 1.....	19 00@ 21 00
4-4x6, No. 2.....	15 00@ 15 50
4-4x6, 16 feet, fencing.....	12 00@ 13 50
4-4x6, rough.....	9 50@ 10 00
4-4 rough edge.....	9 50@ 10 00
4-4 edge, No. 1.....	18 00@ 20 00
4-4 " " No. 2.....	12 50@ 13 50
HARDWOODS.	
Walnut.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00
Oak.	
Cabinet, white and red, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@ 35 00
Quartered white, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	52 50@ 55 00
Culls.....	10 00@ 15 00
Poplar.	
Nos. 1 and 2, 5-8.....	25 00@ 26 00
4-4.....	28 00@ 31 50
Nos. 1 and 2, 6 and 8-4.....	32 00@ 33 00
Culls.....	14 00@ 15 00
SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.	7 50@ 7 75
No. 1 saps, sawed, 6x20.....	5 50@ 6 00
No. 1 hearts, shaved, 6x20.....	6 50@ 7 00
No. 1 saps, shaved, 6x20.....	5 00@ 5 50
LATHS.	
White pine.....	2 65@ 2 70
Spruce.....	2 15@ 2 25
Cypress.....	2 15@ 2 25

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., January 29.

Business, both here and at all points throughout the saw-mill section of the State, has been quiet during the past week. There is, however, a better general demand for lumber, and more inquiries from outlying sections. In kiln-dried yellow pine there has been some business for prompt delivery and several large contracts for future shipments. Air-dried lumber is in fair supply, while there is no urgent demand. There is a fair business doing in box lumber, and a good supply of dimensions, except 10-inch box and box edge, and also a low stock on hand of 12-inch No. 2, which is in good request. There is

a free offering of vessels at present, and lumber charters are easy at \$2.25 to \$2.50 to New York and sound ports; Baltimore, \$1.20 to \$1.40, and Washington, \$1.40 to \$1.60, with very little bidding. The arrival yesterday of the Union Association of Lumber Dealers of Ohio, Pennsylvania and Indiana will be a feature of the week among the lumber trade of the port. The visitors will be in the hands of the North Carolina Pine Lumber Association while here and will be entertained and shown through the various mills and lumber sections of the port.

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., January 29.

The lumber industry of this port, while not showing great activity, is not without some encouraging features. The demand during the past week for all desirable grades and dimensions of lumber has been of the usual character, and comes principally from Northern ports. There is very little foreign demand at the moment, but the presence here of several vessels attached to the government survey will be the means of showing the advantages to be gained for the lumber industry by the opening up of river navigation to points in the centre of the State. The improvement in the harbor has also been of great importance in inviting foreign trade. The clearances of lumber during the past week were as follows: Schooners J. H. Parker, with 400,000 feet; Florence Randall, 500,200 feet; Richard S. Spafford, 400,000 feet, and E. A. Baizley, 300,000 feet; total 1,600,200 feet, all for New York. The total shipments from this port since September 1, 1893, amount to 17,364,830 feet coastwise and 1,610,000 foreign, making a total of 18,974,830, against 19,816,200 feet for the corresponding period last year. The general tone of the market at the close of the week was steady, with prices for all desirable lumber showing a narrow margin of profit.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., January 30.

The lumber industry at present shows no material change, and the business of the port during the past week has been of the usual volume. There is a constant demand from Northern and Eastern ports, but orders are light and buyers are only taking quantities to suit immediate wants. Leading commission men and manufacturers say that business will revive as soon as legislation ceases and the tariff question is settled. During the past week the following schooners cleared with cargoes of lumber: The Aaron Rephard, for Norfolk, with 244,351 feet; Jennie Thomas, for Baltimore, with 404,721 feet, and the Raymond T. Maull, for New York, with 375,000 feet. Steamers took out 17,000 feet and 160,000 shingles for New York, 25,550 feet for Baltimore and 25,000 feet for Philadelphia. The market closes steady at the following quotations: Easy sizes \$11.25, ordinary sizes \$12.00 to \$16.50, difficult sizes \$13.00 to \$25.00, flooring boards \$14.50 to \$22.00 and shipstuffs \$16.50 to \$25.00. Freight rates are quiet at the ruling rates, and foreign business is more or less nominal. The sail rates from this and nearby Georgia ports are quoted at \$4.25 to \$5.25 for a range including Baltimore and Portland, Me. Steamers to New York and Philadelphia are quoted \$7.00, to Boston \$8.00 and Baltimore \$5.50.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., January 29.

Since the opening of the new year there has been a fairly active market, and the shipments during the month of January will show up remarkably well. At present the market is quiet, with shipments of timber less liberal, while the demand for lumber is improving. Prices are unchanged and

show generally a narrow margin of profit to the manufacturers. The demand from the West Indies and River Platte is better, some 3,000,000 feet having been shipped during the past week to these ports. The total shipments for the past week were 3,360,000 feet of lumber and 2,840,000 feet of sawn timber, the latter for the United Kingdom and the Continent. Timber freights are reported quiet and fairly firm, the amount of new business doing at present being rather limited. We quote as obtainable £4 7s. 6d. and £4 10s., United Kingdom or Continent, while for small vessels £4 12s. 6d. can be done. There seems to be rather a better inquiry for the Platte, and the present quotations are \$10.50 and \$11.00, Montevideo or Buenos Ayres. For Rio Janeiro \$13.00 to \$13.50. Coastwise and Cuban are dull at previous quotations.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., January 29.

There has been a fairly active market during the past week in both lumber and timber, but the general status of the market is unchanged from that of a week ago. In hewn timber values are easier, at ten and a-half to eleven cents per cubic foot for 100 feet average and classing B1 good. Sawn timber is firm at unchanged figures, eleven and a-half to twelve cents per cubic foot, basis of forty feet average, being the quoted figures. The shipments of hewn timber for the week aggregate 108,318 cubic feet, and of sawn timber 81,058 cubic feet, all to Greenock, Rotterdam and Hartlepool. The movement in lumber is only moderate, but there is a steady demand for choice selections, and the business with the United Kingdom and the Continent is growing larger every season. The demand from the West Indies, Mexico and Central and South America is not as decided as it has been, but later on there is considerable business expected. The schooner A. F. Crockett cleared during the past week for Havana, Cuba, with 331,816 feet of lumber, loaded by Hieronymus Bros., and the Mineola, for Grenada, with 116,552 feet; the steamship Welhaven cleared with 126,462 feet of lumber for Santo Domingo City, and the bark Norma, for Rotterdam, with 100,577 feet; the ship Mathilda cleared for Greenock with 101,000 feet of choice lumber, and the bark Ringhorn, for Hartlepool, with 24,000 feet, making a total of 800,407 feet. The total shipments from this port since September 1, 1893, aggregate 24,777,901 feet, against 29,015,559 feet for the corresponding period last year. The steamship Haugesund left the Mobile & Ohio wharf on Friday last for sea. She was loaded with lumber and shingles, and will touch at St. Lucille, Colon, and thence to Boca del Tora to load with fruit. The schooners Cyrus Hall and E. J. Bowers and the brig Estrella have all been chartered to load lumber.

Beaumont.

BEAUMONT, TEXAS, January 29.

The demand for lumber has not shown any marked improvement during the past week, and with the exception of a few dozen cars which went to Omaha, the volume of trade has been light. At points throughout the State dealers are slow about sending in orders, and are buying only to supply immediate wants. There is some demand for timber, and inquiries are coming to hand, while but few special bills are being placed. The various lumber companies have been engaged in settling up the affairs of the past year, and during the week the usual annual meetings were held, when directors and officers were elected and the usual dividends declared. The Texas Tram & Lumber Co. and Village Mills Co. at their meeting declared a cash dividend of 8 per cent. and transacted the usual business coming before the board. During 1893 these companies made total

shipments of 52,080,986 feet of lumber. Of the aggregate shipments 48,565,591 feet were of the companies' own manufacture, their purchases from other mills amounting to over 3,500,000 feet. For the same period the total shipments of the Beaumont Lumber and Nona Mills Companies amounted to 47,326,896 feet, of which something over 3,000,000 feet were purchased from other mills. The aggregate shipments of the four mills for the year 1893 amounted to about 100,000,000 feet. At Orange there is sufficient business to keep the mills running on full time. The demand is not as good as it might be, but there is a good prospect of increasing business, both domestic and foreign. The mills now running are the Litcher & Moore Lumber Co.'s saw mill and planers, D. R. Wingate Lumber Co.'s saw and planing mills, T. Bancroft Lumber Co.'s mill and planers, Orange Lumber Co.'s mill and planer and A. Gilmer's planing mill. All the tram companies are working with their full complement of hands, and the river is in good order to bring down any size, length or quality desired. There is a good supply of logs in all the booms. The lumber shipments from Sabine Pass are at present quite active, and Beaumont millmen are always prepared to give them cargoes. The Beaumont Lumber Co. is now loading the schooner Severn for Tampico, Mexico, and the Bella Sara for Progreso, Mexico. The Texas Tram & Lumber Co. is loading the Francis Whitmore for Tampico, Mexico. The schooner Clara A. Phinney is here again and will load lumber for a foreign port.

In the advertisement of the Reliance Lumber & Manufacturing Co., of Baltimore, Md., on page 22 in our last issue, was a typographical error to which we call attention. The daily capacity of the company's patent dry-kiln was stated as 2000 feet of lumber daily, which should have been 20,000 feet daily.

More Arkansas Discoveries.

The rich mineral deposits in southern Arkansas form the basis of another exhaustive article in the Arkansas Gazette from the pen of Mr. M. H. De Malher, who is conducting explorations in that section of the State. He has selected the region around Warren, Ark., where large beds of brown and black lignites have been found which are saturated with oil in such quantities that chemists state lubricants can be extracted from them at a profit. The upper formation of the county in which Warren is situated rests on a clay foundation, which is believed the main reason for the existence of so much plastic clay, pigments and aluminum ores. Thirty-six varieties of commercial clays and shales have been found within three miles of Warren, of which twenty are of the variety used in making vitrified pipe and paving brick. As to the yield of oil from the lignites mentioned, an estimate has been made that they will produce from twenty-eight to thirty gallons to the ton. This section is also remarkable for its timber lands, which include a belt of the finest yellow pine, hickory, white and red oak. The cleared land seems especially adapted to cotton, as crops of the finest quality are raised by the planters near the town.

THE News has always entertained the highest regard and admiration for the MANUFACTURERS' RECORD. We know that that journal has always been conducted upon the highest possible plane of journalism; we feel confident that it would never print anything but the truth; we know that it is the true friend of the South, and we honor it for its bold and fearless defence of the South upon all occasions, and we heartily say long may the MANUFACTURERS' RECORD live to give its thousands of readers pleasure.—Chattanooga News.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

* Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

✉ In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Birmingham—Publishing.—G. B. Burkhalter, A. B. Simmons and A. S. Babbitt have incorporated the Item Publishing Co. with a capital of \$1200.

Brookside—Coal Washer.—The Sloss Iron & Steel Co., of Birmingham, will erect a coal washer at Brookside.

Cardiff—Coal Washer.—The Sloss Iron & Steel Co., of Birmingham, will erect a coal washer at Cardiff.

Fort Payne—Basket Factory.—D. K. Saunders, of Wyeth City, has leased the Fort Payne Basket Factory, and will take charge on March 1. He will employ 125 hands.

Montgomery—Streets and Sewers.—The city, having sold its sewer and street bonds, will doubtless at once proceed with the proposed work. The sum of \$75,000 is for constructing and repairing storm sewers, \$25,000 for sanitary sewers and \$125,000 for street improvements. Information can be obtained from the mayor.

Montgomery—Cotton Mill.—The Montgomery Cotton Mills will add 1000 new spindles and four new looms to its plant; also spoolers, draw frames, automatic feeders, electric lights and sprinklers. Some of these machines are contracted for.

Round Mountain—Iron Furnace.—L. S. Colyar, of Chattanooga, Tenn., president of the Rome (Ga.) Iron Co., has leased the Elliott Pig Iron Co.'s furnace at Round Mountain and will put it in blast as soon as it can be made ready.*

Stevenson—Pulp Mill.—The wood-pulp mill noted last week will be operated by the owner, William Wayne.

Talladega—Cotton Mill.—The new cotton mill will be put in operation in the near future, arrangements having been made to secure the necessary money. The company is known as the Talladega Cotton Factory Co.

ARKANSAS.

Camden—Oil Mill.—The erection of a cottonseed-oil mill is proposed and a stock company will doubtless soon be organized. The Commercial League can give information.*

Jonesboro—Stave Company.—The Jonesboro Stave & Hardwood Co. has been incorporated with a capital stock of \$10,000. J. C. Brookfield is president; W. H. H. Moulcock, Z. T. Matthews, S. M. Richardson and J. B. Gant, directors.

Little Rock—Furniture Factory.—John Hall, of St. Louis, Mo., now visiting Little Rock, is said to be investigating relative to starting a furniture factory.

Little Rock—Woodenware Factory.—Mr. Matthews, a member of the city council, has a project in hand for the establishment of a woodenware factory.

Little Rock—Cotton Mill.—The Little Rock Commercial League, at its regular monthly meeting last week, adopted a resolution offering a free site to a Massachusetts cotton manufacturer.

Searcy—Electric-light Plant.—The Arkansas Electric Supply Co., of Little Rock, has been awarded the contract to erect the electric-light plant noted last week.*

Russellville—Coal Mines.—The Russellville Coal Co. has filed articles of incorporation and intends to open mines in Pope county. Capital stock is placed at \$25,000, of which \$15,000 is paid in. E. H. Anwalt is president; E. H., B. B. and H. F. Anwalt, and Alfred Popkes, directors.

FLORIDA.

Bartow—Phosphate Mines and Plant.—Major McLean and Mr. Howe are reported as to have purchased 250 acres of phosphate lands near Bartow for \$12,000, and, it is said, they intend to develop same and erect plant.

Gainesville—Fertilizer Factory.—The Florida Fertilizer Manufacturing Co. is building an addition to its factory.

Orange City—Water Works.—The Orange City Water Works Co. has let contract for a new cistern of 100,000 gallons capacity.

Pensacola—Mercantile.—The Levy-Pou Co. has been incorporated for the purpose of dealing in clothing, etc., with a capital stock of \$20,000. L. M. Levy is president; L. J. Myers, vice-president; F. R. Pou, secretary and treasurer.

Punta Gorda—Mercantile.—The Florida Colonization & Mercantile Co. has been organized by W. S. Sheppard, A. B. Adair and Frank S. Anderson, of Chicago; G. B. Treloas, of Grove City, and John J. Flinn, of Punta Gorda.

Tampa—Woodenware Factory.—It is reported that G. M. Wing, of Chicago, Ill., has purchased 3000 acres of fine cypress land on the Hillsborough river with the intention of establishing a factory to manufacture woodenware from the timber.

Tampa—Cigar Factory.—Hirst & Baker have started a cigar factory.

Wewahatcha—Transportation.—The Chattahoochee Naval Store Transportation Co. has been incorporated with a capital stock of \$5000.

GEORGIA.

Abbeville—Variety Works.—G. W. McLeod and J. N. Mitchell are erecting variety works and mill.

Atlanta—Glass Works.—The Southern Glass Co., lately noted as chartered, will commence the manufacture of glass about February 15.

Augusta—Chair Factory.—A project for establishing a chair factory is now under way. The secretary Young Men's Business League can give information.

Cordele—Cooperage Plant.—The Cordele Cooperage Co. is erecting a large factory.

Cuthbert—Ice and Cold-storage Plant.—Ab Jones contemplates erecting an ice and cold storage plant.*

Jewell's—Cotton Mill.—Bowen, Jewell & Co. will add 500 to 1000 new looms to their cotton mill.

Macon—Sewerage System.—The city is now receiving bids for the construction of its proposed sewers and appurtenances. Proposals will be opened on February 26. Address for full particulars J. Dannenberg, chairman board of public works.

Macon—Cotton Mill.—The Advertising Bureau has in view for establishment a mill for the manufacture of cotton goods. The president, Geo. A. Smith, is now corresponding with a \$500,000 company in regard to same.

Newnan—Cotton Mill.—The Newnan Cotton Mills contemplate putting in new looms.

Rome—Ice Plant.—The Rome Ice Co. is improving its plant and increasing capacity by five tons daily.

KENTUCKY.

Covington—Bridge.—A company is being formed to erect a new bridge across the Ohio river between Covington and Cincinnati. Engineer Ferris, designer of the Ferris wheel, has prepared plans.

Danville—Broom Factory.—E. C. Settles has lately started a broom factory of 150 dozen capacity per month.

Hazlehurst—Lumber Mill.—The Standard Lumber Co., which recently purchased the Hazlehurst lumber mill, has added new machinery and is now operating the plant.

Lexington—Sewerage System.—The city contemplates constructing a sewerage system at a cost of \$108,800. The mayor can give information.

LOUISIANA.

Abbeville—Sugar Factory.—Endeavors are to be made for the organization of a stock company to erect a central sugar factory. F. F. Young and D. L. McPherson can give information.

Donaldsonville—Electric-light Plant.—The city contemplates erecting an electric-light plant. For further information address the mayor.*

Napoleonville—Sugar Mills.—Leon Godchaux will add a new six-roller cane mill to his Elm Hall plant.

New Orleans—Cotton Mill.—The Maginnis Cotton Mills have lately added fifty-one new looms to its plant and speeded all looms to increase weaving capacity. Five Howard & Bullough revolving flat-top cards have been purchased and will be put in shortly, together with eight Kitson feeders.

New Orleans—Aluminum Works.—It is reported that Robert Shearer, president of the Cincinnati (Ohio) Pure Aluminum Co. will establish works in New Orleans. He is said to have a new process for treating the clay.

MARYLAND.

Allegany County—Coal Mines.—The Franklin Consolidated Coal Co.'s Franklin and Phoenix coal mines in Allegany and Garrett counties were sold at public auction in Baltimore on January 27 for \$59,000. Henry G. Davis & Bro. were the purchasers, and it is said the property is worth twice what it sold for.

Baltimore—Chemical Company.—Geo. M. Harsh, Noah Dillenberg, Ephraim Rosenfeld, Jonas Rosenfeld and Henry M. Oettinger have incorporated the Faultless Chemical Co. with a capital stock of \$10,000.

Baltimore—Chemical Works.—Horace Burroughs, Jr., and Thomas A. Murray, of Baltimore, and James A. Emery, of Washington, D. C., have incorporated the Burroughs Bros. Manufacturing Co. for the purpose of manufacturing chemicals and other preparations. The capital stock is \$100,000.

Cumberland—Coal Mines.—The Union Mining Co. has put its miners at work again after an idleness of several months. About seventy-five men are employed.

Cumberland—Furniture Manufacturing.—The Allegany Furniture Works have resumed after an idleness of a month.

Frederick—Foundry and Machine Shop.—The Union Foundry and Machine Works have resumed operations.

Frederick—Water Works Improvements.—A bill will be introduced in the legislature authorizing the city to issue \$35,000 in bonds to provide a new reservoir and additional water facilities. The mayor can be addressed for further particulars.

Hagerstown—Soap Factory.—Lewis Zeigler and L. L. Pitsnogle intend to start a toilet-soap factory, and are now making preparations.

Westminster—Ice Plant.—The Westminster Ice & Cold Storage Co. has been incorporated with a capital stock of \$10,000 by Jno. L. Reifsnider, Charles H. Vanderford, Jos. D. Brooks and others. Plant will be erected at once.*

MISSISSIPPI.

Dublin—Canning Factory.—J. J. Wickham, of Covington, Tenn., is locating a large canning factory at Dublin.

Edsville—Saw Mill, Gin, etc.—B. Matthus will rebuild saw mill, grist mill and cotton gin recently burned.*

Terry—Canning Factory.—A company has been organized for the purpose of canning fruit and vegetables, and work on factory has commenced. Eugene Simpson is president; J. N. Grantham, secretary and treasurer; W. J. Davis, W. C. Ellis, R. Grayson, O. V. Wolfe and A. D. Hester, directors.

MISSOURI.

Kansas City—Elevators.—The National Elevator Co. has been incorporated by Ell. Moffatt, S. C. Lee and George E. Thayer with a capital stock of \$12,500.

Kirkville—Water Works.—The city has voted an issuance of \$20,000 in bonds to construct the water-works lately noted. For particulars address the mayor.

St. Joseph—Telephone Company.—A. B. Sowdon, M. M. Riggs, J. A. Plotner, O. E. Runier and J. J. Newell have incorporated the Citizens' Telephone Co. with a capital stock of \$100,000, its purpose being to construct telephone lines.

St. Louis—Confectionery Company.—Leopold Mohr, Clara Mohr and Jacob Weiss have incorporated the L. Mohr Confectionery Co. with a capital stock of \$20,000.

St. Louis—Crematory Works.—The St. Louis Patent Garbage Furnace Co. has been incorporated for the purpose of building patent garbage crematories for the use of cities. H. M. Noel, Henry G. Noel, William H. Young and W. H. Garrettson are interested.

St. Louis—Meat Company.—A charter of incorporation has been granted to the Spiegel Meat & Produce Co. with a capital stock of \$5000.

NORTH CAROLINA.

Arlington—Gold Mine.—Hinson & Mongo, owners of the Surface gold mine, are negotiating its sale, but may develop it further themselves.*

Elizabeth City—Marine Railway.—E. C. Willey has leased Pailin's marine railway.

Elmwood—Lumber Company.—The Gilbert & Taylor Lumber Co. has been incorporated to succeed Gilbert, Taylor & Co., lumber dealers. A. L. Taylor is president; J. I. Gilbert, vice-presi-

dent, and W. L. Gilbert, secretary and treasurer; capital stock \$25,000.

Greensboro—Bending Works.—The Greensboro Spoke & Bending Co. is putting in its plant additional machinery.

Harden—Cotton Mill.—The Harden Manufacturing Co. contemplates putting in its cotton mill some additional twister spindles, also a warping machine.

Mt. Holly—Cotton Mill.—The Tuckaseegee Manufacturing Co., Mt. Holly, N. C., will add 1080 twister spindles to its cotton mill, also baling machines and cone-winders. All except cone-winders have been purchased.

Mt. Holly—Cotton Mill.—The Nims Manufacturing Co. will add 130 twister spindles to its cotton mill. Order has been given.

New Berne—Lumber Mills.—The new Pine Lumber Co., lately noted fully, has obtained its incorporation papers, its capital stock being placed at \$10,000, with privilege of increasing to \$30,000. Saw and planing mills will be operated.

New Berne—New Machinery.—The New Berne Knitting Mill has put in a new ribber.

Raleigh—Car-wheel Works.—A special dispatch to Raleigh, N. C., states that "the Lobdell Car Wheel Co., of Wilmington, Del., will have works here in connection with the North Carolina Car Co. The contract has been made, the Lobdell Company taking a large block of the car company's stock. A large plant will be added to the latter's equipment. The car wheels made will bear the well known name of Lobdell. The Johnston Axle Co., of Richmond, Va., also takes another block of car company stock. It is understood that the car company will construct all the freight cars for the Seaboard Air Line. It will manufacture for other lines also."

Raleigh—Cotton Mill.—The Caraleigh Cotton Mills will, it is reported, put in 5000 additional spindles this year.

Statesville—Box Factory.—J. A. Gaither, of Harmony, will erect a box factory in Statesville. Site has been secured, and a building will be erected at once. Capacity of plant to be 600 cigar boxes daily.

Wilson—Cotton Mill.—The Wilson Cotton Mills will put in a cone winder.

SOUTH CAROLINA.

Aiken—Water Works.—The city will hold an election on February 19 to determine whether or not to issue bonds for constructing a water-works system. The mayor can be addressed for information.

Florence—Corn Mill.—S. C. Loeb will erect a corn mill to manufacture pearl hominy and meal.*

Graniteville—Cotton Mill.—The Graniteville Manufacturing Co. is putting fifty additional looms in its cotton mill.

Lancaster—Mercantile.—William Ganom, M. F. Jones and T. V. Williams have incorporated the Ganom Dry Goods Co. with a capital stock of \$20,000.

Spartanburg—Mercantile.—Dean Russell, Geo. B. Dean, N. T. Russell, J. B. Lyles, W. F. West and J. D. Lewis have incorporated the Planters' Grocery Co. Mr. Lyles is president and treasurer.

TENNESSEE.

Athens—Typewriter Works.—A company has been formed for the purpose of manufacturing a new typewriter. J. A. Smith can give information.*

Brownsville—Water Works.—The citizens will hold a meeting on February 1 to consider a proposition for the construction of water works. Information can probably be obtained by addressing the town clerk.

Chattanooga—Woodenware Factory.—Benjamin & Dugger are erecting a plant for the manufacture of wooden butter-dishes and baskets. Operations will commence in a few weeks, employing twenty hands.

Friendsville—Canning Factory.—The Friendsville Canning & Manufacturing Co., lately noted as incorporated, has organized with T. R. Lee, president; Samuel Dunlop, vice-president, and James F. Beals, secretary, treasurer and manager. Capital stock is placed at \$5000, and a plant will be erected at once.*

Graysville—Coal Mines and Coke Ovens.—The Fox Coal & Coke Co. is at work developing its coal property near Graysville, and has twenty five coke ovens in operation. Fifty more ovens will be built in the spring.

Harriman—Canning Factory.—A large canning factory to employ 300 hands may be established in Harriman. Isham Benefiel can give information.

Humboldt—Plow Works.—The capacity of Dodson's Plow Foundry has been doubled in order to keep up with orders.

Jackson—Canning Factory.—The Etowah Ice &

Cold Storage Co., of Gadsden, Ala., is removing its entire plant to Jackson.*

Lewisburg—Handle Factory.—Corey & Dickson will establish a handle factory, and are now erecting building for same.*

Memphis—Cotton Mill.—The Bluff City Cotton Mills will add 108 new looms to its plant.

Shelbyville—Woolen Mill.—R. J. Esby has purchased J. R. Burdett's wool carding machinery, and will install it in a new building which is now being built. Machinery for making wool rolls and knitting yarn will also be added.

TEXAS.

Austin—Ice and Cold-storage Plant.—G. Bean and D. Doppelmeier, of Marshall, intend to erect an ice and cold-storage plant in Austin.

Calaveras—Brick Works.—Charles Schuman has established brick works and will at once commence operations.

Clifton—Flour Mill.—W. S. Helm may build another flour mill.*

Dallas—Liquor Company.—Henry Delaney, Henry Clarke and W. J. Betterton have incorporated the Dallas Liquor Co. with a capital stock of \$25,000.

Dallas—Ice Factory.—The Crystal Ice Co., of Dallas, lately noted as obtaining charter, is adding to the capacity of its factory, and will put in additional machinery.*

Denison—Ice Factory.—A \$50,000 stock company will be organized at once for the purpose of erecting a 20 ton ice factory to cost \$40,000. W. E. Knauer, of Denison; M. B. Pierce, of Madison county, Ill., and A. J. Utiger, of Bend county, Ill., are interested.

Fort Worth—Land Company.—A charter has been granted to the Aetna Land Co. with a capital stock of \$25,000. The incorporators are Wallace Hendricks, Jno. P. King and Harry G. Hendricks.

Galveston—Garbage Crematory.—The city contemplates erecting a garbage furnace. Mayor Fly can be addressed for information.

Hillsboro—Machine Shops.—The Missouri, Kansas & Texas Railroad Co. (office, Parsons, Kans.) is about to make contract for erecting repair shops in Hillsboro.

Houston—Machine Works, etc.—Abraham U. Thomas, James H. Bute and Matthew F. Connett have incorporated the Bayou City Fence Machine Co. for the purpose of manufacturing a machine for the manufacture of a patent wire fence. The capital stock is placed at \$5000.

Marshall—Machine Works.—The American Steam Excavating Co., reported lately as chartered, intends to manufacture and operate a steam excavator patented by John Oie, president of the company.*

San Antonio—Land Company.—F. F. Collins, C. S. Austin and P. J. Scully have incorporated the Collins Land Co. with a capital stock of \$100,000.

Terrell—Cotton Mill.—A. T. Schmid is endeavoring to organize a stock company for the purpose of erecting a batting factory. About \$4000 was subscribed in a few days.

Velasco—Sheet-metal Works.—Houston parties will equip a sheet-metal-working plant in Velasco. Contractor Horn is erecting a building for the plant.

VIRGINIA.

Alexandria—Street Improvements.—The city council will petition the legislature for authority to issue \$200,000 in bonds for street and sewer improvements. The mayor can give information.

Buena Vista—Telephone Exchange.—The establishment of a telephone exchange is contemplated, and C. H. Moffett can give information.*

Newport News—Gas Works.—E. D. Fleming, of Fredericksburg, Va., has a proposition for the establishment of gas works in Newport News. A \$25,000 plant is contemplated.

Newport News—Ship-yards.—The Newport News Shipbuilding & Dry Dock Co. is preparing its plant for the building of the three government steamers and is adding some new machinery, including a \$40,000 engine and a traveling crane.

Norfolk—Transfer Company.—A charter has been granted to the Harrison Transfer Co. for the purpose of conducting an express business. George Loyall is president; W. A. Powell, of Portsmouth, vice-president, and H. H. Harrison, treasurer and general manager. The capital stock is \$5000.

Norfolk—Lumber Mill.—A. B. Leet's new lumber mill has commenced operations.

Richmond—Machinery, etc.—The Talbott Sons' Company has been incorporated for the purpose of manufacturing and dealing in all kinds of machinery with a capital stock of not less than \$250,000 nor more than \$500,000. Allan Talbott is president; Charles H. Talbott, secretary and treasurer.

Roanoke—Foundry and Machine Shop.—The erection of a foundry and machine shop has been commenced in East Roanoke by Sary & Craig.

WEST VIRGINIA.

Barrackville—Coal Mine.—The Saxman Coal Co. is preparing to sink a shaft on lands near Barrackville which it recently purchased.

Bluefield—Brick Works.—A. Belot, of Ashland, Ky., will erect a steam brick plant at Bluefield. Site has been secured.

Charleston—Coal Mining.—The Elk River Coal Mining Co. was recently organized with T. J. Mason, president; L. Prichard, secretary and treasurer.

Clarksburg—Ice Factory.—The erection of an ice factory is contemplated. Wm. B. Osborn can give information.*

Clarksburg—Coal Lands.—C. B. Carney, of Fairmont, W. Va.; J. M. Husted, J. K. Beason, C. V. Thompson, S. L. Mestregal, H. C. Huston and F. A. Hill, of Pennsylvania, have just completed the purchase of 2570 acres of coal lands in Harrison county. The deed of transfer was recorded at Clarksburg on the 25th inst.

Flat Top—Brick Works.—S. P. Gorley, of Buchanan, Va., will remove his brick works to Flat Top Yard, and will also manufacture lime and ship sand.

Huntington—Shirt and Overall Factory.—A shirt factory will be established by a new company. Building will be erected at once, and the manufacture of shirts and overalls commenced.

Logan C. H.—Coal Company.—A charter has been granted to the Glen Allen Cannel Coal Co. with a capital stock of \$20,000 for the purpose of operating mines near Gray, in Logan county. The incorporators are W. M. Hall, of Bowling Green, Ky.; H. E. Hammond, E. F. Milton, of Tazewell, Va.; C. A. Johnathan, of McDowell, and C. A. Fridge, of Kelly, Va.

Murysville—Gas and Oil Wells.—A charter has been granted to the Murysville Oil & Gas Co. to sink oil and gas wells. The incorporators are T. C. Murphy, of Ravenswood; J. C. Dewitt and Wm. Roberts, of Muses' Bottom; G. F. Douglas, J. J. Howell and J. L. Hayrow, of Murysville. The capital stock is \$10,000.

Parkersburg—Mercantile.—A charter has been granted to the Niswander Hardware Co. with a capital stock of \$100,000. The incorporators are G. W. Niswander, C. H. Shattuck, J. M. Jackson, Jr., and R. H. Ross.

Wheeling—New Machinery.—The city will put a new dynamo in its electric light plant, and order for same has been given.

Wheeling—Ice Factory.—The Arctic Ice & Storage Co., lately noted as incorporated, will erect an entirely new ice plant; work on same is to be commenced at once. Henry Schmulbach is president, and Wm. Shanley, secretary.

Wheeling—Potteries.—It is said that the potteries of the Wheeling district will be started again in a few days.

BURNED.

Newnan, Ga.—Kidd & Shackelford's saw mill damaged by explosion.

Oak Cliff, Texas.—The Christian and Methodist churches destroyed by storm; loss estimate \$20,000.

Savannah, Ga.—Floyd & Co.'s cotton pickery.

Sherman, Texas.—The Sherman Oil & Cotton Co.'s old oil mill; loss about \$100,000.

St. Louis, Mo.—The shoe factories of Bernard Gannon and of the Western Boot & Shoe Co.

St. Louis, Mo.—The German Lutheran Church; loss estimate \$50,000.

BUILDING NOTES.

Baltimore, Md.—Business Block.—J. G. Mohlenrich will erect a four-story business block of brick with granite trimmings, 20x90 feet.

Baltimore, Md.—Engine-house.—The city council has appropriated \$15,000 for erecting a fire-engine-house on North avenue. Address J. T. Oster, building inspector.

Baltimore, Md.—Truckhouse.—The city council has appropriated \$12,000 to build a hook-and-ladder truckhouse. Address J. T. Oster, building inspector.

Baltimore, Md.—Hospital.—Plans are being prepared for a new building for the University of Maryland Hospital on Lombard street. It will be built of brick and cost \$60,000. Address the board of trustees.

Baltimore, Md.—Hospital.—Plans have been prepared for a new building for the Maryland General Hospital to cost \$70,000. It will be 48x96 feet and five stories high. The materials will be brick with brownstone trimmings.

Bartow, Fla.—Hotel.—Frank and John Clark have decided to build a hotel at once.

Blackstock, S. C.—Hall.—L. S. Douglas & Co. will build a brick building with storehouse on the ground floor and a hall above.

Bronson, Fla.—School.—The Levy County School Co. has decided to erect a school and wants bids for constructing it. Address P. M. Colson or T. M. Shands.

Canton, Miss.—Storehouses.—C. Smith, J. J. Gilman and J. Wohner will rebuild their storehouses destroyed by fire.

Chattanooga, Tenn.—Temple Improvement.—The

temple of Mizpah congregation is to be enlarged and improved. Cathedral glass windows, steam-heating apparatus and furniture will be placed in the edifice.

Clifton Forge, Va.—Church.—The congregation of St. Andrew's Church will erect a brick edifice 30x50 feet. Plans have been prepared. Address Hon. J. A. Frazier.

Ducktown, Tenn.—School.—Funds are to be raised to erect a school building.

Elberton, Ga.—Courthouse.—L. L. Stephenson has obtained the contract for erecting the courthouse at Elberton which is to cost \$50,000.

Florence, S. C.—Opera-house.—A fund is being raised to erect the proposed opera house which is to be 45x75 feet and hold 800 people. W. J. Wilkins has prepared plans.

Florence, S. C.—Hotel.—J. W. Sturgeon has let contracts for a modern hotel at Florence. Work has begun on it.

Hanover C. H., Va.—Church.—The church to be built by St. Paul's congregation will cost about \$2000. W. Newton, Jr., will give information.

Hot Springs, Ark.—Depot.—Uriah Lott, who intends building the Little Rock, Hot Springs & Texas road, is preparing to erect a depot in Hot Springs.

Hyattsville, Md.—Hall.—A company is being organized to build a hall in Hyattsville to cost \$5000.

Lampasas, Texas—School.—The school to be built by the corporation is to cost \$25,000. E. P. Maddox will give information.

Little Rock, Ark.—Building Improvements.—Chas. S. Stitt will remodel and improve his building at a cost of \$7000.

Louisville, Ky.—Church.—The edifice to be built by St. Peter's Lutheran congregation will be 60x115 feet and cost about \$25,000. No plans prepared. Address Rev. F. F. Bade, pastor.

Louisville, Ky.—Church.—The congregation of St. Paul's Church will build a new edifice. Address the rector.

Milledgeville, Ga.—The board of trustees of the Georgia Lunatic Asylum invite architects to submit plans by April 20, 1894, for one large building, two annex buildings and a congregate dining-room to be constructed at asylum grounds, near Milledgeville, Ga. Address Dr. T. O. Powell, lunatic asylum, Milledgeville, Ga.

Montgomery, Ala.—Courthouse.—The county commissioners are about to adopt plans prepared for a stone addition to the present courthouse with a clock tower to cost in all \$25,000. Address the county clerk.

Natchez, Miss.—Church.—The congregation of the Holy Family will build a new edifice. Rev. Father Hayden is interested. Contracts partly let.

New Orleans, La.—Art Gallery.—The Artists' Association has organized a building company which proposes to erect a \$10,000 structure to include an art gallery and school of art.

New Orleans, La.—College Addition.—Plans have been adopted for the addition which it is proposed to make to Tulane University. It will be two stories high and built of buff brick and blue-stone. It will be used principally for making chemical analyses. Harrod & Andry, New Orleans, are architects.

Pine Bluff, Ark.—Church.—The church to be built at Pine Bluff by the Presbyterians will cost \$20,000. Plans have been prepared.

Pine Bluff, Ark.—Business Block.—Plans have been prepared for a block to be erected for business purposes to cost \$15,000.

Portsmouth, Va.—Church.—The congregation of Asbury M. E. Church will erect a new edifice to hold about 700 people with a tower fifty feet high. Plans have been prepared. Address Rev. J. T. Routten, pastor.

Richmond, Va.—Church.—The congregation of Moore Memorial Church has decided to complete the edifice at an expense of \$20,000. Rev. J. J. Gravatt may be addressed.

Roanoke, Va.—Church.—W. F. Barber has received the contract for building the church for Calvary Baptist congregation.

Runge, Texas—Hall.—Funds are being raised to build a hall for theatrical and other entertainments to cost \$2000.

Rusk, Texas—College.—The college at Rusk is to be built of wood. The main building will cost \$5500 and a dormitory \$2000. J. H. Thorn is interested.

Rusk, Texas—School.—Theodore Miller has been chosen architect for the institute to be built by the Baptist church people. It is to be three stories high and cost \$8000. Address Rev. J. H. Thorn.

Snow Hill, Md.—Courthouse.—Jackson C. Gott, of Baltimore, is reported, will prepare plans for the new courthouse which is to cost about \$30,000. It will have fire-proof record vaults and is to be heated by steam and lighted by electricity.

Somerset, Ky.—Hall.—The Odd Fellows have raised a fund which they intend to use in building a building to cost \$20,000. It is to contain a theatre, lodge rooms and stores on the ground floor. Address the secretary.

Starkville, Miss.—Halls.—Plans and bids are wanted for constructing two halls each 29½x90 feet with stores on the ground floor. They are to be two stories high with iron fronts. Address J. Billington.

Statesville, N. C.—Hotel.—It is reported that N. B. and W. R. Mills will build a hotel in the suburbs for a health resort. They have purchased thirty acres of land for grounds, etc.

St. Louis, Mo.—Flats.—M. M. Buck is preparing to erect a row of flats for dwellings to cost \$60,000.

St. Louis, Mo.—Dwellings.—M. B. Scanlon will erect eight dwellings on Margaretta avenue to cost \$32,000.

Thomas, W. Va.—Office Building.—The Buxton-Landstreet Co. has had plans prepared for a three story office building to be built of brick and fire-proof. Address F. S. Landstreet.

Waco, Texas—Hotel.—W. J. Barrett will rebuild his hotel recently burned. It will be two stories high and 80x60 feet in size.

Washington, D. C.—Hall.—W. G. Platt and Thos. F. Miller are among the incorporators of the Fakoma Hall Co. which intends erecting a hall to cost \$15,000.

Washington, D. C.—Residence.—The residence to be built for Hon. James W. Wadsworth will be located on K street N. W. Harvey C. Page & Co. have prepared plans. The house will be one of the most elaborate in Washington.

Wheeling, W. Va.—Dwellings.—Messrs. Wheat and Spiedel will erect eight dwelling-houses of brick with all modern improvements. They will give information.

RAILROAD CONSTRUCTION.

Railroads.

Arkansas City, Kans.—The Kansas, Oklahoma & Texas Co. has been incorporated in Kansas to build a road 950 miles long from Arkansas City through Oklahoma and Texas to Eagle Pass, Texas. The directors are named as W. S. Nelson, H. A. Younge, W. H. Campbell and W. C. Hockett, of Kansas City; Charles French, of Chicago; A. J. Hoskinson, of Garden City, and Adelbert Carroll, of Wall street, New York.

Beaumont, Texas.—M. D. McCrary is said to have organized a company with \$750,000 capital to build a line from Kansas City to Sabine Pass, Texas, by way of Beaumont. [This company is probably organized to build a connecting link between the Gulf, Beaumont & Kansas City and Kansas City, Pittsburg & Gulf roads, now being constructed. This link would form a continuous line from Kansas City to the Gulf of Mexico.—Ed.]

Cape Charles, Va.—The project of building an electric road from Cape Charles to the lower end of the Chesapeake peninsula is being discussed. The road would be about twelve miles long and give the country below Cape Charles an outlet to the New York, Philadelphia & Norfolk road.

Chattanooga, Tenn.—Several sections of the Chattanooga Southern Railway will be rebalanced and the ties replaced. Address Receiver Burke.

Columbia, Miss.—The Columbia, Lumberton & Gulf, recently chartered, is to be built for the purpose of shipping the Mississippi pine lumber over the New Orleans & Northeastern road to the gulf. Nothing has been done except to incorporate the company. When built, the new road is to connect with the branch of the Gulf & Ship Island extending from Gulfport, Miss. T. S. Ford is interested.

Denton, Md.—A movement is on foot to secure an extension of the Pennsylvania or Elkton & Southern road through Caroline county. E. W. Williamson and I. H. Bernard are interested.

Elkins, W. Va.—It is reported that the Roaring Creek & Charleston is nearly completed to a connection with the West Virginia Central in Tygart's valley. The road is projected from the Roaring Creek coal beds to Charleston. J. W. Moore is chief engineer.

Elkton, Md.—The projectors of the Elkton & Middletown Railway have decided to receive stock subscriptions towards building the road, which is designed to extend between the points named. Thomas Drenner and Dr. J. H. Jamar, of Elkton, are interested. It is reported that the Philadelphia, Wilmington & Baltimore Company is back of the enterprise. S. M. Prevost, at Philadelphia, is general manager.

Gladeville, Va.—Several capitalists are building a branch road six miles long from Norton to Gladeville. The grading is completed and track-laying has begun. The road will connect with the Louisville & Nashville and Norfolk & Western systems.

Jemison, Ala.—The Jemison Lumber Co. has contracted with S. Allen, of Birmingham, Ala., to build a road three miles long for hauling logs. Work has begun on it.

Kingston, Tenn.—Meigs county residents will vote March 1 on the question of issuing \$50,000 in bonds to assist in building the Fairmont Valley road, contemplated through the county.

Little Rock, Ark.—S. L. Shellenberger, one of the projectors of the Inter-oceanic road, states that

preparations are being made to build it from Little Rock to Denison, Texas. Mr. Shellenberger's address is South McAllister, I. T.

Lynchburg, Va.—J. I. Lee, John S. Walker and others are interested in the Lynchburg Traction Co., which is to be formed with a capital of between \$50,000 and \$1,000,000, to build a line in and near Lynchburg. It is understood that the idea is to have a road connecting railroad lines and depots and for hauling freight, etc. to warehouses.

Marksville, La.—President O. F. M. Welch, of the new railroad through Avoyelles parish, states that a company has been organized and surveys made for building the line, which is to be thirty miles long, extending from Bunkie, on the Texas & Pacific, in a northerly direction. It will pass through several large towns. The company has \$1,000,000 capital. The president may be addressed at Alexandria, La.

Roanoke, Va.—The Roanoke Mineral Belt Railroad Co., it is stated, is to be about thirty miles in length and traverse a rich mineral section of Virginia, in Roanoke, Bedford and adjacent counties, terminating at a point on the Richmond & Danville system, near Franklin, Va. C. W. Crompecker is among those interested.

Siloam Springs, Ark.—The Kansas City, Pittsburg & Gulf, it is stated, will begin work on the section of its line projected from Siloam Springs to Fort Smith in a few weeks.

Spartanburg, S. C.—The Spartanburg, Glendale & Clifton Railroad Co. has decided to issue \$60,000 in bonds to build five miles of road to Glendale and purchase rolling stock for the whole line, which is to be eight miles long. Address W. E. Fowler.

Tilden, Texas.—Citizens of Tilden and vicinity are ready to raise a bonus for any responsible parties who will build a railroad through McMullen county. L. B. Alford will inform.

Washington, D. C.—A company, comprising Washington and Virginia capitalists, it is stated, is being formed to build an electric road from Washington to Manassas, Va. The road would be about twenty miles long.

Williamsville, Mo.—H. N. Holliday and C. A. Haynes, of Williamsville, are among the incorporators of the Williamsville, Greenville & St. Louis Railroad Co., which, it is stated, is to be built from the point named through Madison, Ballinger, St. Francis and adjacent counties. It is to be 100 miles long, and, if built, will parallel the Iron Mountain system.

Woodburn, Ga.—It is stated that grading has been commenced on the proposed line from Woodburn to Cuyler. J. N. Woods has the grading contract. Surveys have been completed.

Street Railways.

Houston, Texas.—T. Frank Jones, of Kansas City; O. H. Brown and James H. Berry, of Houston, are among the incorporators of the Houston Belt & Suburban Railway Co., which is to have \$125,000 capital.

Knoxville, Tenn.—Work has begun on the Middlebrook electric street railroad, which is to extend through Middlebrook and Mechanics-town suburbs, a distance of five miles. J. K. Payne is chief engineer.

MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Bakers' Supplies.—R. E. Allen & Bros., Greenville, S. C., want catalogues of bakers' supplies.

Blowers, etc.—The Bray Bros. Tobacco Co., Burlington, N. C., wants blowers, pipe and fittings.

Boiler.—R. W., 22 South Calvert street, Baltimore, Md., wants boiler for creamery.

Boiler.—The Bray Bros. Tobacco Co., Burlington, N. C., is in the market for a boiler.

Boiler.—The Paris Electric Light Co., Paris, Ky., wants to buy a boiler.

Boilers.—J. T. Pullen, Little Rock, Ark., will be in the market for boilers.

Boiler and Engine.—E. P. Simpson & Co., Toccoa, Ga., want to buy a forty horse-power engine and boiler.

Boiler and Engine.—The American Steam Excavating Co., Marshall, Texas, will soon want bids on a twenty-five horse-power portable engine and boiler.

Brick Machine.—T. S. Cooper, Charlotte, N. C., wants a first-class brick machine.

Buhr Mill.—The Harford Creamery Co., Bradenbaugh, Md., will want a French buhr mill.

Canning Factory.—D. C. Murray, Raleigh, N. C., wants information on canning, and prices on machinery for cannery.

Canning Factory.—The Friendsville Canning & Manufacturing Co., Friendsville, Tenn., will buy equipments for factory of 4000 cans per day. Jas. F. Beals, secretary.

Corn Mill.—S. C. Loeb, Florence, S. C., wants to buy outfit for corn mill.

Cotton Gin.—B. Matthus, Edsville, Miss., needs machinery for cotton gin.

Creamery.—R. W., 22 South Calvert street, Baltimore, Md., wants an outfit for a creamery.

Crusher.—L. S. Colyar, Chattanooga, Tenn., wants to buy an ore-crusher.

Crusher.—The Lake Paint & Roofing Co., Little Rock, Ark., expects to buy a crush mill.

Crusher.—Steffaer & Son, Chattanooga, Tenn., are in the market for a second-hand stone-crusher of 100 tons daily capacity.

Dry-kiln.—E. P. Simpson & Co., Toccoa, Ga., want to buy a patent dry-kiln.

Dynamo.—The Arkansas Electric Supply Co., Little Rock, Ark., wants quotations on new and second-hand 750-light alternator, with transformers and incandescent street-light fixtures.

Dynamo.—The Paris Electric Light Co., Paris, Ky., wants to buy an arc-light dynamo and supplies.

Dynamo.—The Etowah Ice & Cold Storage Co., Gadsden, Ala., will be in the market for a small dynamo of twenty-five incandescent lights, new or second-hand.

Electrical Machinery.—J. T. Pullen, Little Rock, Ark., will be in the market for electrical machinery.

Electric-light Plant.—The city of Donaldsonville, La., will shortly want bids on an electric-light plant. Address the mayor.

Electric-light Plant.—R. M. Freeman, Greenwood, S. C., wants to correspond with contractors for electric-light plants.

Electric Plant.—Corey & Dickson, Lewisburg, Tenn., may want a small electric plant.

Electric Supplies.—Whipple & Bell, West Point, Miss., will buy electric supplies.

Excavator.—The American Steam Excavating Co., Marshall, Texas, will shortly be ready to receive bids for the construction of an excavator entire or for the various parts in detail, according to plans and specifications. H. De W. Smith, secretary.

Elevators.—Leming & Harris, Harriman, Tenn., may need one or two elevators later on.

Engine.—R. W., 22 South Calvert street, Baltimore, Md., wants engine for a creamery.

Engine.—The Bray Bros. Tobacco Co., Burlington, N. C., is in the market for an engine.

Engine.—L. S. Colyar, Chattanooga, Tenn., wants to buy a fifteen horse-power engine for electric-light plant.

Engine.—The Arkansas Electric Supply Co., Little Rock, Ark., wants prices on a new or second-hand engine of seventy-five horse power.

Engine.—The Lake Paint & Roofing Co., Little Rock, Ark., may buy an engine.

Engine.—The Paris Electric Light Co., Paris, Ky., wants to buy an engine.

Engines.—J. T. Pullen, Little Rock, Ark., will be in the market for engines.

Feed-water Heater.—L. S. Colyar, Chattanooga, Tenn., wants to buy a feed-water heater.

Flour Mill.—W. L. Helm, Clifton, Texas, will probably need outfit for flour mill.

Grist Mill.—B. Matthus, Edsville, Miss., needs machinery for grist mill.

Hoister.—Hinson & Mungo, Arlington, N. C., will probably want a hoister.

Ice and Cold-storage Plant.—The Key West Pure Ice Co., Key West, Fla., will buy machinery for ice and cold-storage plant.

Ice Machine and Cold-storage Plant.—Ab Jones, Cuthbert, Ga., wants prices on a five-ton ice machine and a small cold-storage plant.

Ice and Refrigerating Plant.—The Westminster Ice & Cold Storage Co., Westminster, Md., is in the market for a 10-ton ice and refrigerating plant. Jos. W. Smith, secretary.

Ice Machinery.—Wm. B. Osborn, Clarksburg, W. Va., wants estimates on a five-ton ice plant.

Ice Machinery.—The Crystal Ice Co., Dallas, Texas, will buy ice machinery and fittings.

Iron Lathe.—E. P. Simpson & Co., Toccoa, Ga., want to buy an iron lathe.

Iron Lathes.—Whipple & Bell, West Point, Miss., will buy iron lathes.

Lathes.—Corey & Dickson, Lewisburg, Tenn., want prices on gage lathes.

Locomotives, Cars, etc.—The Wyandotte & Southeastern Railway Co., Little Rock, Ark., will purchase rolling stock when its road is completed. B. F. Copeland, manager.

Machine and Boiler Tools.—The Campbell-Zell Co., Baltimore, Md., is in the market for one double-head planer, six feet travel of head,

twenty feet length bed; one single-head planer, 36-inch or 40-inch opening, ten feet length bed; three screw-cutting lathes, 16-inch or 18-inch swing, six feet between centres; one screw-cutting lathe, 26-inch swing, twenty-six feet between centres, with attachments for shafting; two screw-cutting lathes, 18-inch swing, twelve feet between centres; one lathe, 48-inch swing, twelve feet between centres; one lathe, 72-inch swing, twenty feet between centres; one radial drill, thirty-six inches travel of head; one column drill, 36-inch swing; one column drill, 20 or 21-inch swing; one belt-cutting machine to cut up to two and a-half inches, to use Merriman (patent dies); one vertical boring mill, 10 to 12-foot swing; one horizontal flange punch, six-inch throat, to punch five-eighths inch through five-eighths-inch steel; one engine-driven plate-bending roll to take in plates sixteen feet wide, with 18-inch and 15-inch rolls; one plate-bending roll to take in plates eight feet wide, with eight-inch and six-inch rolls; one plate planer to cut sixteen feet at one setting, two suspension drills, one with power and one with hand feed; machinery to be new or second-hand. Address Edw. D. Struven, purchasing agent.

Oil-mill Equipment.—A. Felsenthal, secretary of the Commercial League, Camden, Ark., wants estimates on equipment for cottonseed-oil mill.

Paint Mill.—The Lake Paint & Roofing Co., Little Rock, Ark., expects to buy a paint mill.

Planer.—A. Fisher, Edwards, Miss., wants a planer.

Planer.—Whipple & Bell, West Point, Miss., will buy a planer.

Planer and Matcher.—E. P. Simpson & Co., Toccoa, Ga., want to buy a heavy planer and matcher to weigh about 11,000 pounds.

Printing Works.—A company just organized at Ocala, Fla., intends buying outfit for printing works. Address J. C. Graham, secretary.

Pump.—Hinson & Mungo, Arlington, N. C., will probably want a pump.

Rails.—M. E. Eaken, Louisville, Ky., wishes to buy five miles of about 30 pound second-hand steel T rails, with splices for logging road, to be delivered at Cairo or Memphis.

Roofing.—Corey & Dickson, Lewisburg, Tenn., want prices on steel roofing.

Saw Mill.—B. Matthus, Edsville, Miss., needs machinery for saw mill.

Saws.—E. P. Simpson & Co., Toccoa, Ga., want to buy a swing cut-off saw and a resaw.

Shafting.—Corey & Dickson, Lewisburg, Tenn., want prices on shafting.

Shaper.—A. Fisher, Edwards, Miss., wants a shaper.

Stamping Machinery.—Jno. G. Duncan, Box 45, Knoxville, Tenn., wants prices on a machine for stamping size and name on toes of gentlemen's hosiery.

Stave Machine.—A. C. Flint, Forest Hill, Va., wants prices on a nail-peg stave machine.

Steel Conveyor.—The American Steam Excavating Co., Marshall, Texas, will shortly want 125 feet of sheet-steel conveyor belt.

Telephones, etc.—C. H. Moffett, Buena Vista, Va., wants to correspond with manufacturers of telephones and supplies for an exchange.

Tools.—Whipple & Bell, West Point, Miss., will buy carpenters and blacksmiths' tools.

Tools, etc.—Jno. A. Smith, Athens, Tenn., wants estimates on tools and machines needed in the manufacture of typewriters.

Typewriter.—Wanted a good second-hand Caligraph writing machine, in good order and very cheap. Address "A. B. C.," P. O. Box 154, Columbus, Ga.

Water Works.—R. M. Freeman, Greenwood, S. C., wants to correspond with contractors for water works.

Wire Cable.—The American Steam Excavating Co., Marshall, Texas, will shortly want bids on 550 feet of one-inch steel-wire cable.

Woodworking Machinery.—A. Fisher, Edwards, Miss., wants machinery for bending coffin sides.

A. L. Canfield, Port Lavaca, Texas, is in the market for a tugboat sixty feet long, fourteen feet beam, to draw not more than thirty-two inches; also wants prices on second-hand boats of about the same description.

L. S. Colyar, of Chattanooga, Tenn., wants to buy fire-brick.

The Western White Lime Co., W. B. Hill, president, Kansas City, Mo., may want to buy powder in carload lots.

Henry Heard, of Siloam, N. C., wants to correspond with manufacturers of shuttles, handles and similar goods.

The Chattanooga Steel Roofing Co., Chattanooga, Tenn., desires to call the attention of architects and builders to the fact that it has added to its roofing business galvanized iron work, and is now prepared to make estimates on all kinds of galvanized iron work, such as cornice, store fronts, guttering, etc. Anyone needing steel or iron siding, roofing, paints or galvanized iron work will do well to apply to this company for prices and illustrated catalogue.

TRADE NOTES.

THE town of Westwood, N. J., has contracted with Gleason & Bailey, of New York city, for a steel hook-and-ladder truck.

THE city of Elizabethtown, Ky., offers through an advertisement in this issue of the MANUFACTURERS' RECORD to dispose of its franchise for water works and electric lights.

THE Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, U. S. A., have received an order from the United States government for machine tools to be used at the Mare Island navy-yard.

MR. HENRY WALKER, of Norfolk, Va., manufacturers' agent and dealer in railroad and steamboat supplies, etc., has secured contract to supply the iron covering for the new box factory being erected at Churchland, Va.

THE Schultz Belting Co., of St. Louis, Mo., has just received an order from England for 2500 feet of belting and an order from Russia of 15,000 feet of belting. This company says that trade is looking up and that orders are coming in freely, and the outlook for business is fair.

THE Deming Company, of Salem, Ohio, announces the death of its president, Mr. John Deming, who died at Salem on the 10th ult. The deceased was one of the best known manufacturers in the country and largely instrumental in the rapid progress of the corporation of which he was the head.

THE Raymond Bros. Impact Pulverizer Co., builders of complete line of crushing and pulverizing machinery, Chicago, Ill., has just sold two large size automatic pulverizers to the Sal-Mountain Asbestos Co., of this city, for fibrizing asbestos; also one machine to the Cleveland Linseed Oil Co. for pulverizing hay and oilcake.

THE Old Dominion Electrical Construction Co., of Richmond, Va., has secured contracts for supplying equipment for L. Litchenstein & Son's building; an isolated plant for the John Wright Tobacco Co.; wiring for the Calvary Baptist Church; wiring for John Small's restaurant, and an isolated plant for the Fayetteville (N. C.) Cotton Mills.

THE American Ship Windlass Co., of Providence, R. I., have just received an order for a wharf drop from the Starin transportation lines, to go on their new wharf at the foot of Cortlandt street, North river. These lines have used two of these wharf drops at Glen Island for four years, and are so much pleased with them that they have now decided to adopt them for their new wharf. The result has been the same everywhere that these drops have been used, and they have now been placed on wharves all over the country, from Maine to Louisiana.

WHAT HE OWES HIS SUCCESS TO.—In a sketch of the career of Robert Mitchell, president of the famous Robert Mitchell Furniture Co., of Cincinnati, Ohio, which appeared recently in the Cincinnati Commercial Gazette, he was asked by the reporter to what one thing he attributed his great success in business? He replied "that it was the introduction of woodworking machinery." This concern has in daily operation one of the "Victor" 42-inch triple-drum sandpapering machines. It took a medal and a diploma at the World's Fair, Chicago, 1893. It is made by the Egan Company, Cincinnati, Ohio.

THE Remington Machine Co., of Wilmington Del., has lately closed contracts for refrigerating plants as follows: Powdermaker Bros., agents for Swift's Chicago dressed beef, Wilmington, Del., compressor to be driven by an electric motor; Charles G. Pfluger, pork packer, Washington, D. C.; New York Condensed Milk Co., three additional factories to be equipped with complete refrigerating plants same as recently erected at their Wassaic (N. Y.) factory; Wm. Texter, Ulmer Park, Gravesend, N. Y., combination ice-making and refrigerating plant, and W. C. Wade, Hartford, Conn., addition to refrigerating plant.

A PAMPHLET entitled "Good Roads and How to Make Them" has been issued by the American Road Machine Co., of Kennett Square, Pa., which claims to be manufacturers of the largest and most complete line of road-making implements in the world. The greater portion of the pamphlet mentioned is devoted to the presentation of some practical information on methods of road construction and maintenance, designed for those who are interested in the improvement of American highways, and all such should not fail to secure a copy of it. There are a number of illustrations shown, including those of the company's road-making machines, which are accorded some space in the latter portion of the pamphlet. The American Road Machine Co. has been engaged in this line of business for the past fifteen years, and feels competent to advise concerning improvements of roads in different parts of the country, also as to what are the best and most economical machines needed. Correspondence with prospective buyers will be attended to with promptness.

THE SOUTH'S RESOURCES.

Mr. Pat Walsh on the Material Development of the Southern States.

At the annual banquet of the Merchants and Manufacturers' Association of Baltimore, Mr. Pat Walsh, editor of the Augusta (Ga.) Chronicle, in response to the toast "The Press," said:

"The great mission of the press is to devote its best efforts to the development of the material resources of the country. Speaking for the South, I am confident that our section affords the best field for investment and development. The war left us impoverished, and reconstruction did its worst to dispirit our people and to invert the pyramid of civilization.

"In our days of defeat and disaster the city of Baltimore and the State of Maryland were never lacking in sympathy nor wanting in substantial aid. We can never forget the generous assistance rendered the South at all times by the people of this city and State, who have ever been true to the great principles of civil and religious liberty and the rights of the States.

"Under adverse political conditions the South has made commendable progress in agriculture, mining, manufactures and railroad construction. When it is remembered that the era of reconstruction did not terminate until 1877, her advancement in the period of sixteen years has been the most remarkable in the history of this or any other country. For twelve years after the war political affairs in the South were so unsettled by federal interference that progress in mining and manufactures was retarded.

"I know that this is not the occasion to quote statistics, but I cannot refrain from giving a few facts that will serve to illustrate the development of the South.

"The cotton crop yields annually \$300,000,000. In twenty-seven years the cotton crop alone of the South has enriched the world and added \$9,000,000,000 to its aggregate wealth.

"Robert P. Porter, superintendent of the United States census, is authority for the statement that the South leads the United States and, indeed, the civilized world, with its wealth of timber. Forty different varieties are found in sufficient quantities to enumerate in the census. More than one-half of the South is covered with forest, 207,147,050 acres being the estimate. The same authority adds: 'It is not certain that even the iron mines of the South are more valuable than her forests. The annual yield in lumber is \$150,000,000.'

"The States of Virginia, Tennessee, North Carolina, Georgia, Alabama and Kentucky abound in iron and coal and have already made wonderful progress in mining pursuits. Those who are familiar with the subject do not hesitate to predict that the States named will become the most successful iron and steel-producing districts of like area in the world.

"In 1870 the United States produced 15,000,000 tons of bituminous coal; in 1890 the South produced nearly 18,000,000. In 1870 the product of iron ore in the United States was 3,163,839 tons; in 1890 the South produced 2,917,529 tons of iron ore. In the Southern States twenty establishments report the cost of the manufacture of iron at from \$8.55 to \$12.50 per ton; in the Northern States seventy establishments report cost of manufacture from \$12.00 to \$20.00 per ton.

"Not only is the South rich in cotton productions and in coal, iron and timber, but in the production of corn, wheat, oats, tobacco, sugar, molasses, hay, rice, fruits, potatoes and other good crops her fields yield an income of one billion dollars a year.

"The South's progress in making cotton into cloth has attracted the attention of the country. The growth of this industry has

been something phenomenal. There were those who contended that this industry would be a failure, because they alleged that the climatic conditions were unfavorable to spinning cotton, and because of its enervating effects upon the operatives. But those fallacious ideas no longer exist. There is nothing that succeeds like success. In the parlance of my friend, Rev. Sam Jones, 'the South has got there.' Her mills are running eleven hours a day winter and summer. They never shut down on account of the weather or strikes or dull times. While 4,000,000 cotton spindles were idle in the East for a portion of last year, the cotton mills in Georgia and South Carolina were running on full time and making money. In 1880 the South had invested in cotton factories \$22,000,000 and consumed 234,000 bales of cotton; in 1890 she had invested over \$61,000,000 and consumed nearly 600,000 bales; in 1893 she consumed 744,000 bales of cotton, and the capital invested had increased proportionately. The manifest destiny for cotton-spinning is the removal of this industry to the cotton fields of the South.

"Georgia has the largest area of any State east of the Mississippi, being 60,000 square miles. In 1880 the assessed value of the whole property subject to taxation was \$251,000,000; in 1893 the assessed value had increased to \$452,000,000. This is exclusive of \$20,000,000 of railroad property which is exempted by charters from ad valorem taxation. From 1879 to 1893 agricultural lands increased in value from \$90,000,000 to \$131,000,000; live stock from \$21,000,000 to \$27,000,000; farm implements from near \$3,000,000 to near \$6,000,000; the capital invested in cotton mills increased—1879 to 1893—from \$1,600,000 to over \$12,000,000; railroad property in Georgia from \$10,000,000 (taxable) to \$42,000,000.

"There is a great deal of foolish talk about the race conflict in the South. As a matter of fact, there is none. Both races live amicably and are prospering together. In 1879 the colored people of Georgia owned and returned \$5,000,000 of property for taxation. In 1893 the colored people owned and returned for taxation \$15,000,000.

"South Carolina and North Carolina have made great progress in building cotton mills. About two-thirds of the spindles in the South are in the Carolinas and Georgia, pretty evenly distributed between them. Augusta is the largest cotton-manufacturing city in the South. She has expended \$1,500,000 in a canal to secure water-power, which she rents to her factories and workshops at \$5.50 per horsepower per annum. Augusta has 33 per cent. of the capital invested in cotton factories in Georgia.

"The South has abundant transportation facilities by rail and water. The railroad development has been fully abreast of the times. In 1880 she had nearly 20,000 miles of railway; in 1890 she had over 43,000 miles. In every department of human endeavor the South is making commendable progress. She affords the best field for investment and development; she has withstood the financial panic better than any other section; she emerges from it with renewed hope and confidence.

"It is the highest duty of the press of the South to encourage diversified agriculture and the development of the mining and manufactures, and to this mission we cordially invite the press of the country."

THE report of Capt. F. V. Abbot on the question of opening the Congaree river to Columbia, S. C., for navigation has been made. He recommends constructing a lock and movable dam near Granby below the city. This will raise the water to a sufficient height to allow river steamers to reach the city from the sea. It is estimated \$250,000 will be required for the work.

The Roane Iron Co.'s New Furnace.

The new iron furnace at Rockwood, Tenn., which has just been completed and put in blast by the Roane Iron Co., was started about a year ago, and was designed to replace the old furnace. Last April ground was broken for the new stack, and the work of constructing it has been steadily pushed since by the designer and builder, Mr. Harry Hargraves. The plant is built after the latest and most improved plans, and is, consequently, one of the most modern in the United States, and has been constructed at an estimated expenditure of \$200,000. The furnace proper is sixteen feet six inches bosh, seventy-five feet high, with casthouse 140 feet long and fifty-eight feet wide; the boilers are fifteen in number, each fifty-four inches in diameter and thirty feet long, with two eight-inch flues, and gas is used as a fuel. The stoves are three in number, of the Kennedy pattern; the engines are five in number, weighing eighty tons each and having 38-inch cylinders, 84-inch blowing cylinders, four-foot stroke, 16-foot fly-wheels, weighing thirteen tons each. The Roane Iron Co. has its own ore mines, and has erected a washer to wash all the coal for coke-making. The new furnace has been named the Florence. It is now producing ninety tons of iron a day. Mr. Willard Warner, Jr., is local superintendent.

THE general trade of the port of Fernandina, Fla., is at present showing unusual activity. The volume of business during the past week has been quite large. Fifteen sailing vessels entered, twelve of which were in ballast to load lumber and two with coal for the Southern Fuel & Supply Co., also one with railroad iron. Two British steamships are in port consigned to John G. McGiffin & Co., for the Cie des Phosphate de France, to load 2000 tons phosphate each. The steamship Oswald is expected to load phosphate for the Dunnellon Company. There is a good movement in fertilizers, and the Bradley and Bowker companies are doing a large business in the cotton and tobacco trade. The Southern Fuel & Supply Co. is having a good trade in coal and expect another cargo from Baltimore, now due, which, when received, will swell its receipts to about 4000 tons for the month. Mayor Fairbanks and E. D. Luckerbill, representing the Chamber of Commerce, returned on the 28th ult., from Washington, where they appeared before the river and harbor committee in behalf of a continuous appropriation for the improvement of Fernandina's bar.

Facts People Do Not Know.

Cooler, pleasanter summers, with days one hour shorter. Warmer, pleasanter winters, with days one hour longer. The entire year for comfortable out-door work. Purer air, purer, softer water, better health and longer life for yourself and family. Wild lands, \$3.00 an acre; improved farms, \$10.00 to \$15.00 an acre within one mile of railroad stations. Two or three crops every year from the same land. You can find all of these in Eastern Mississippi and Southern Alabama along the Mobile & Ohio Railroad. We are anxious to prove these facts. Come and see. Half-fare excursions every two weeks. Full particulars sent by E. E. Posey, G. P. A., M. & O. R. R., Mobile, Ala., or F. W. Greene, general agent, M. & O. R. R., No. 108 N. Broadway, St. Louis, Mo.

California Excursions.

The well-known Phillips Excursion Co. has arranged to run weekly excursions to all principal California and other Pacific coast cities from all points on the Baltimore & Ohio Railroad. The parties will leave the East on Wednesday of each week commencing January 17, and passengers will be booked through to destination. There are no Pacific coast tours offering as good accommodations at less expense. For full information address A. Phillips & Co., No. 111 South Ninth street, Philadelphia, or call on nearest ticket agent Baltimore & Ohio Railroad Co.

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READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

A DISPATCH from Alexandria, Ind., says: "The De Pauw Plate Glass Co., at Alexandria, is to be reorganized and will resume operations as the largest of its kind in the West. In addition to this great plant, work is now progressing on the buildings of the Kelley Axe Works, which will, it is said, be the largest axe works in the world."

FOR "CLASSIFIED INDEX" SEE PAGES 3, 5 AND 7.

• Not in this issue